Australian MODEL RAILWAY Magazine

$2.20

AUGUST, 1984. ISSUE 127. Vol.11. No.10

IN THIS ISSUE:

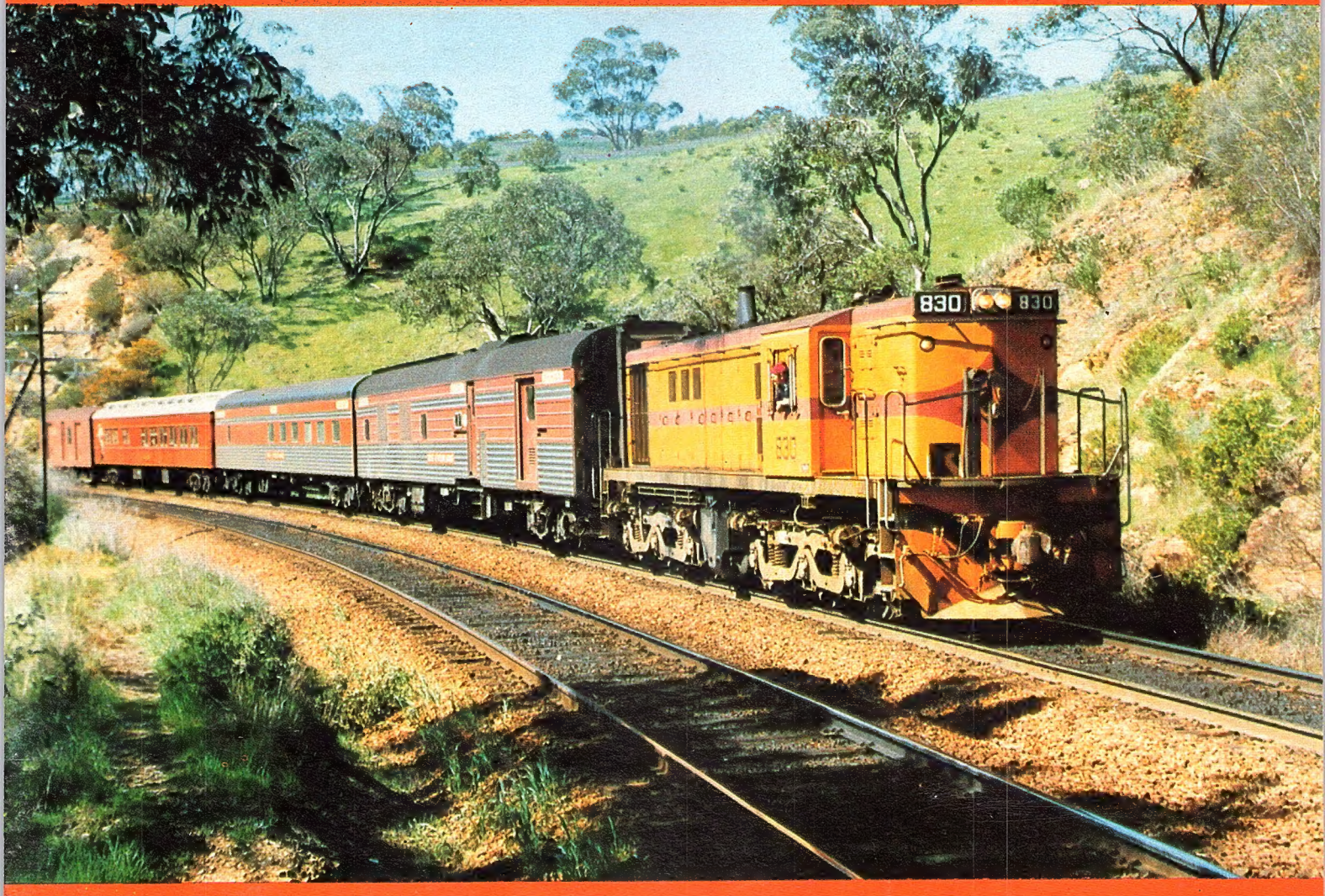
IN COLOUR

830s in South Australia and Tasmania

NSW Rail Tractors – X100 class

Weathering Diesels

Perth Exhibition Report



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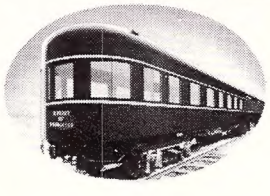
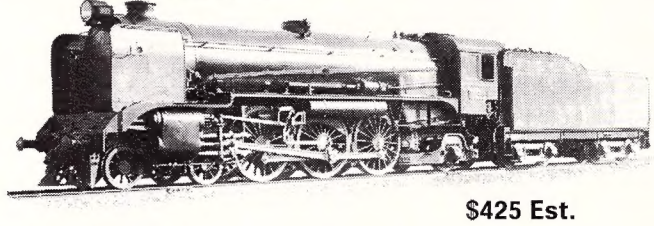
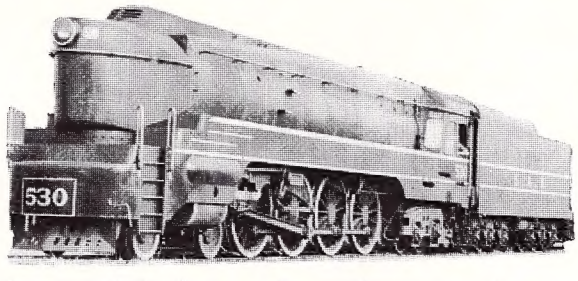
EITHER



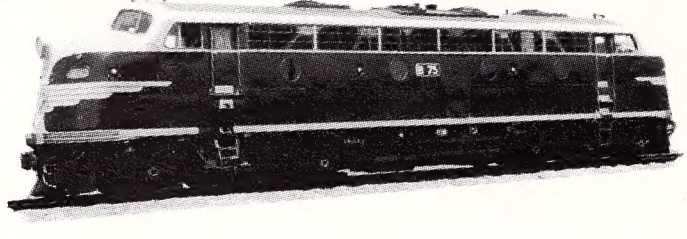
$485 Est.
ARRIVING SOON,
ALONG WITH HER SISTER
— YES, DEFLECTORS WILL BE
IN THE BOX
Coaches to follow



$425 Est.



S.A.R. "523" Class — Sept./Oct. Est. $495



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VR 'ZLP' VAN Work on this model is on schedule. We expect delivery of the first batch early August '84. Price will be $97.50.
The method of construction of the ZLP will be similar to our Z and C Vans with the following new features:-

Doors and window frames and openings will be stamped and punched to ensure a neat, square finish.
Shunter's steps will have 'see-through' diamond pattern mesh.
Lamp Brackets will be brass castings with bolt detail.
The model will be sprayed with a semi-gloss finish to allow for the immediate application of decals.
Bogies will have brake shoe detail castings.

We are sure that the ZLP will be our best VR Van yet - order now.

BOGIES for the ZLP are now available. Full mounting hardware is included with the bogies. ZLP type bogies are suitable for BGB's VR 'VP' series of vans. North Yard wheelsets are included.

VR 'ZLP' type bogies - assembled and painted (black) .. .. $16.50 a pr.
- unassembled kit .. .. $13.45 a pr.

NORTH YARD WHEELS North Yard wheelsets are now available with three different axle lengths - 'normal' RP25, 25mm and 23.8mm. The 23.8 axle is ideal for LIMA rolling stock. Disc and spoke wheels are available in all axle lengths. Price for all types is 70 cents per axle.

NEW FROM BGM VR 'T' Van .. $8.20 - in stock now. 10 for $75.00.

WALTHERS WORLD OF N AND Z SCALE - 1985 The new Walthers N Scale Catalogue is now in stock. The new Catalogue contains 336 pages listing items from 208 manufacturers, 35 are new additions to the Walthers range. The regular Walthers publication 'Craft Train News' will be sent to all customers who purchase the N Scale Catalogue. All items in the Catalogue can be ordered through our Import-to-Order service.

Walthers World of N and Z Scale .. .. $11.50.
Postage: Vic, Tasmania .. .. $ 2.50.
NSW, SA .. .. $ 3.80.
QLD, WA, NT .. .. $ 4.50.

VR 'F' CLASS DIESEL The first of our VERY limited run models will be the VR 'F' Class diesel. The model is expected to be available Nov/Dec '84 and will be painted and decalled. Construction will be mostly brass with some of the larger castings being white metal. A Sagami 'can type' motor will be used - with a flywheel attached! Number boards will be etched brass. Three colour schemes were used by the VR for the 'F' - black, red and yellow and the current blue and yellow - please specify which scheme you require when ordering. There will be a small extra charge for the red and yellow version. Price for the 'F' Class will be $295 - subject to any changes in Import Duty or Sales Tax. Sample castings and a pilot model will be available for inspection later in the year. To place a firm order now please include $100 as a deposit - quantities will be VERY limited. We are looking for ideas for our 'limited run' concept - please send your suggestions or ask to be placed on our mailing list.

The ZLP and the F will be built for us by THE MODEL COMPANY of NZ.

McBees are 10 in October - Will there be a suprise or two? - Just wait!

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No. U1/C3. V.R. U van billboard sign — 'Sunshine Biscuits'... $2.80
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No. U3/C2 V.R. U van billboard sign — 'McNamara-Trenchards'... $2.00
No. U4/C2 V.R. U van billboard sign — 'Robinson Brothers'... $2.00
No. U5/C2 V.R. U van billboard sign — 'N-Z-L'... $2.00

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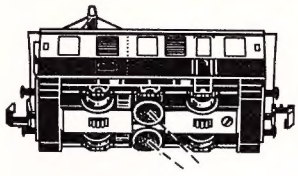

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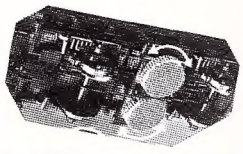

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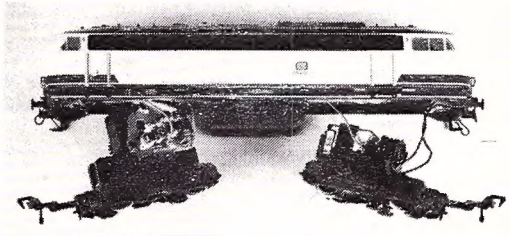

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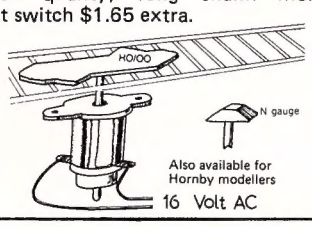

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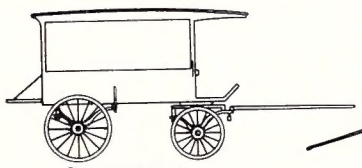

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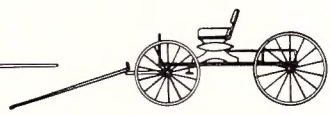

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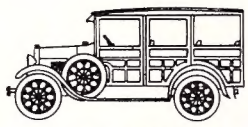
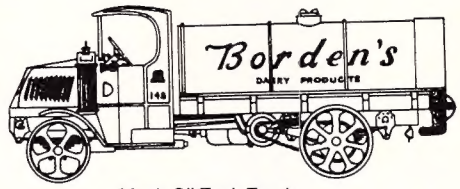
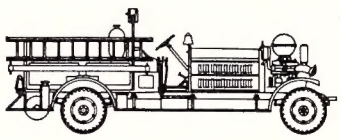


1929 Station Wagon



Mack Oil Tank Truck



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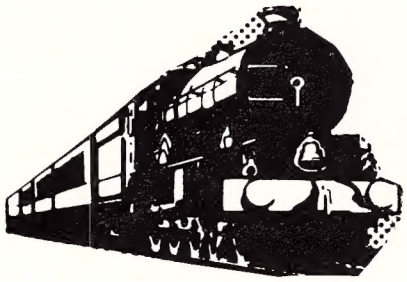

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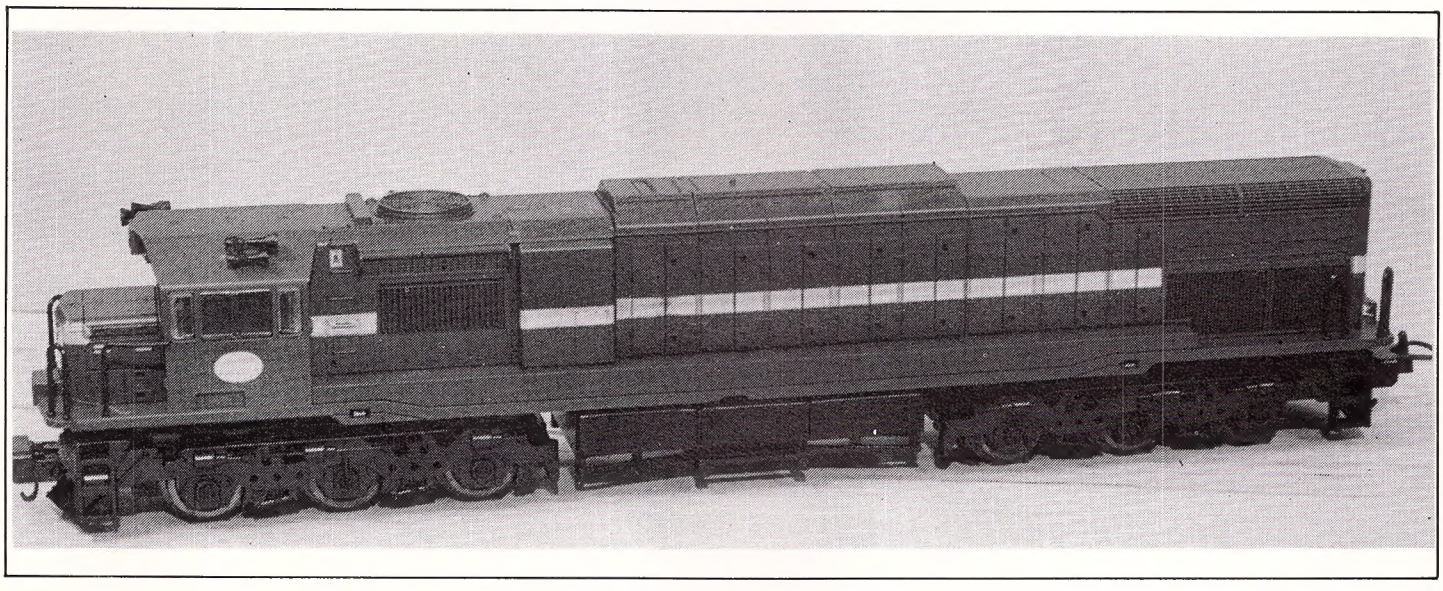

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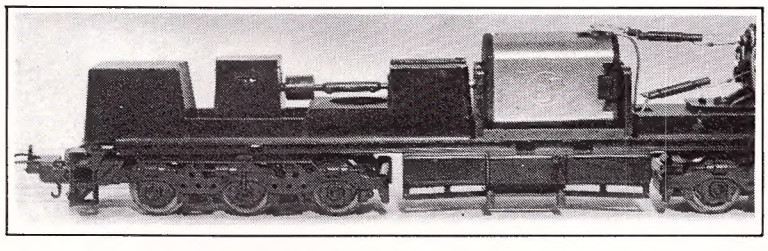

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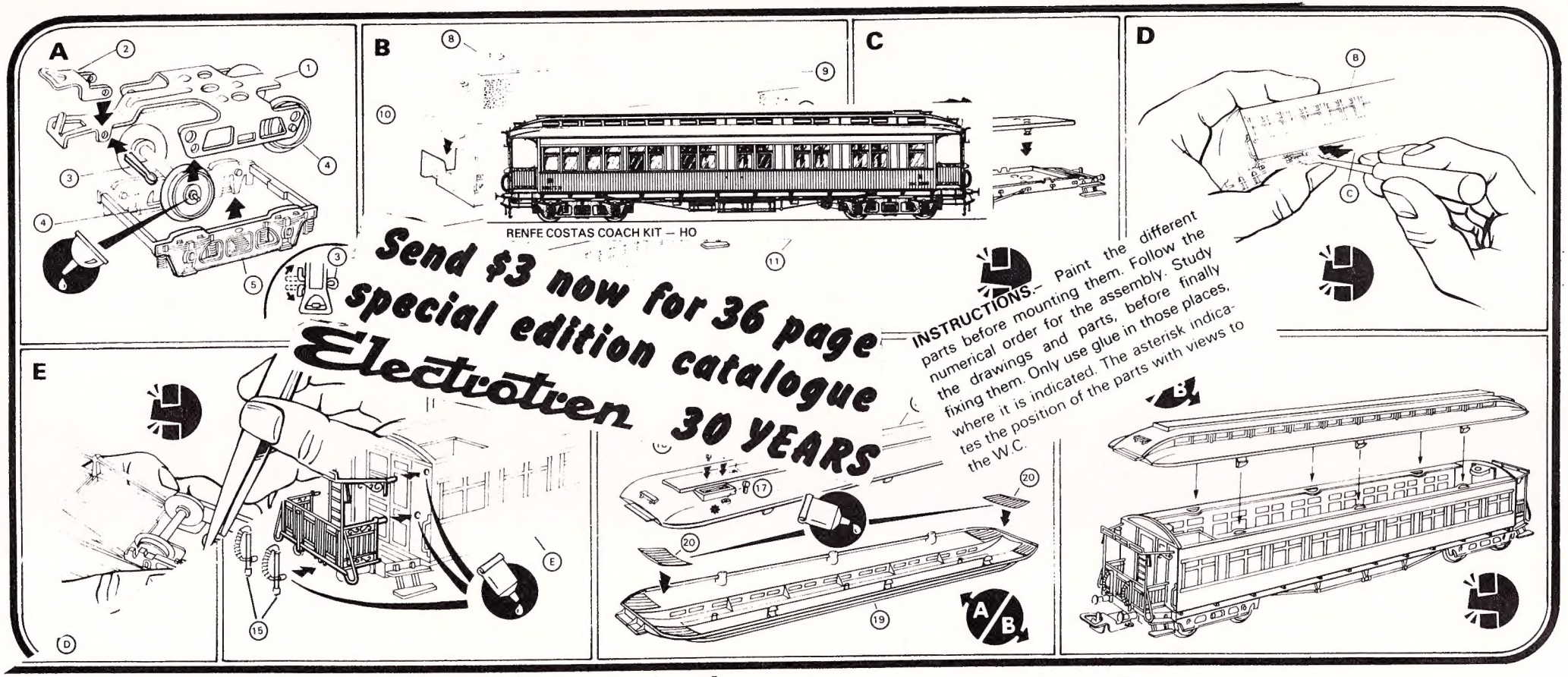
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Once this model has been assembled, it can be run on any HO track (a.c. or c.c.).
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The «Costa» coach ows its popular nick-name to the fact that it transported pass engers along the Catalan Coast. They were built from 1920 to 1930 for the M.Z.A. Company and their body was made of wood according to the style of that time. They were also used as ambu lances during the Civil War and at the end of the same, they formed part of RENFE's service until 1965. One or the other is still being used as service wagon

TECHNICAL DATA

Length between bumpers: 60' 8".
Electric lighting by batteries and dynamo.
Automatic vacuum brake with screw.
Heating: «Heintz» steam system.
Number of seats: 68.

Suggested Retail Price $13.55
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ADVERTISERS INDEX

A.M.R.I.	
Wiking, Camco	61
A.M.R.M.	
Back Issues	4
Subscriptions	50
Alce's Hobby Shop	6
Australian Locomotive Co.	2, 56
Australian Model Craft	64
Back Issues — A.M.R.M.	4
Bergs of Parramatta	54
Bill Webb	56
Fleischmann	5
Bemo HOe, HOm	58
Box Car Hobbies	8
Broad Gauge Bodies	4
Broad Gauge Models	51
Casula Hobbies	47, 50
Classic Brass Models	50
Corrimal Model Centre	48
Electronics Australia	54
Electrotren	9
F & G Models	59
Glen Waverly Exhibition	58
Hobby Shop Directory	62
Hobby Yard	
Herkat	49
Import Hobbies	48
Iron Horse Hobbies	55
J & J Hobbies	59
Jordal Hobbys	56
Junction Hobbies	52
LGB	46
Lima	7
Mansfield Hobbies	59
Market Place	62
McBees Hobby Centre	3
Northside Hobbies	58
PJP Productions	3
Perth Hobby Centre	6
Preston Hobby Modelle	3
Puffing Billy Models	8
Red Heart Souvenirs	46
Southern Models	
Lima	7
St George Hobbies	60
Stephen Johnson Models	50
Sydney Model Railway Exhibition	57
Tempest Electronics	60
The Locomotive Workshop	2
Toyman Imports	53
Train World	52
Traintasia	4
Trax Model Products	54
Wato Loco Works	56

DIARY

EXHIBITIONS

CANBERRA — ACT. July 28, 29 1984 at Malkara Special School, Wisdom Street, Garran. Open 10am to 5pm. Admission $2/60c/$4.50. Organised by ACT Model Railway Society, Canberra Society of Model and Experimental Engineers, Malkara School P&C.

FRENCHS FOREST — N.S.W. August 11, 12 1984 at Frenchs Forest Primary School, Sorlie Place, Frenchs Forest. Open 9am — 6pm (Sat), 10am — 5pm (Sun). Admission $1.50/50c/$3 family.

WOLLONGONG — N.S.W. August 25, 26, September 1, 2. The Model Expo 150 is being held in conjunction with Wollongong's 150th celebration. Open 10am-9pm (Saturdays), 10am-5pm (Sundays). Admission $1/50c.

NEWCASTLE — N.S.W. September 8, 9 1984 in conjunction with Fine Scale Modellers Awards at Newcastle Police Boys Club, Young Road, Broadmeadow. Open 10am-10pm (Sat), 10am-5pm (Sun). Organised by the Combined Hunter Region Rail Modelling Association, c/-NNGMRC, PO Box 317, CARDIFF 2285.

LIVERPOOL — N.S.W. September 29, 30, October 1, 1984 at E.G.Whitlam Recreation Centre in Woodland Park, Memorial Avenue, Liverpool. Open 10am-8.30pm (Sat), 10am-6pm (Sun), 10am-6pm (Mon). Organised by the NSW Branch of AMRA, 42 McMillan St., Yagoona. 2199

BOWRAL — N.S.W. September 29, 30, October 1, 1984 at Bowral Primary School, Boolwey St., Bowral. 10am-5pm. Admission $1.50/60c. Organised by the Berrima District Model Railway Club.

GLEN WAVERLEY — Victoria October 13, 14 1984 at Glen Waverley High School, O'Sullivan Rd., Glen Waverley. Open 8.30am — 9pm (Sat), 9am — 5pm (Sun). Admission $2/80c. Organised by the Glen Waverley Model Railway Club.

WARRIMOO — N.S.W. October 27 1984 at the Springwood Girls' and Boys' Club Hall, Macquarie Rd., Springwood. Organised by the Warrimoo Model Railway Club to coincide with the celebrations of the Springwood Station Centenary.

SUNBURY — Victoria. October 27, 28 1984 at Memorial Hall, Stawell St., Sunbury. Open 10am — 8pm (Sat), 10am — 5pm (Sun). Admission $1.50/50c, $4 family. Organised by Sunbury Model Railway Club Inc., PO Box 437, Sunbury, 3429.

Continued on page 12.

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Secretary: Trevor Moore. **Membership Enquiries:** P.O. Box 317, EPPING, NSW 2121.

The Annual Membership Fee for SCMRA is $14.00 from March to February and the Joining Fee is $12.00. Applications must be received by the first of the odd month to meet our mailing list deadlines. For applications received between the 2nd September and the 2nd January the Annual Fee is $7.00 plus the $12.00 Joining Fee.

Membership entitles you to participate in the activities of the Association, to receive AMRM and our regular newsheet Booster. Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the Secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday of each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

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AUGUST 1984
Issue 127, Vol.11. No.10
AT ISSN 0045-009X

The official Journal of the Southern Cross Model Railway Association (SCMRA) in Australia.

Published bi-monthly by SCR Publications of Box 4 P.O., Little Bay 2036 for the Southern Cross Model Railway Association.

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DISTRIBUTION: Subscriptions, SCMRA and SMRS members, hobbyshops and Associations by SCR Publications; newsagencies and bookstalls by Gordon & Gotch Limited.

CONTRIBUTIONS in the form of articles, photographs, hints, letters to the Editor, drawings or trade press releases are welcome for publication in this magazine. All items received will be acknowledged upon receipt. Please pack photographs and diagrams between stout cardboard before posting. Indicate whether photographs are to be returned and if trimming is forbidden.

SUBSCRIPTIONS: Rate (by surface mail); $15.20 per year (6 issues); Overseas $A18.50 per year. Subscriptions are limited to one year duration. All monies payable to SCR Publications at Little Bay, NSW. Subscription starts with the first available issue available one month after receipt of order. Receipt of subscription is not acknowledged unless requested and accompanied with an SSAE.

ADVERTISING: details available from SCR Publications, Box 4 PO, LITTLE BAY, NSW 2036. Phone (02) 661 4046 (evenings to 9pm only.

ADVERTISING DEADLINES: For all copy is as follows:-

October 1984	22.8.84
December 1984	24.10.84
February 1985	12.12.84

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The Australian MODEL RAILWAY Magazine is published by SCR Publications, PO Box 235, Matraville, NSW 2036. Please address all correspondence to the Editor.

Australian Model Railway Magazine

COMMENT

Reservations

Should Some Prototype be Reserved for Scratchbuilders?

or

Why I changed to modelling Railways of Tibet in Sn3½

Although I have a long time interest in model railways, it was only a few years ago I found my interest re-awakened and some spare time to pursue that interest. Of course there could be no other than the N.S.W.G.R.; after all, I had a ride on the footplate of 5901 as a twelve year old.

Enquiries revealed one could buy a brass C36 out Parramatta way at about $80. Too dear I thought; why not make your own. After all it would prove I hadn't lost touch from my days as an apprentice in the workshop.

So, fortified with pieces of brass and nickel silver, armed with various tools and, protected by ignorance, I set to work to make my own D53. Two years later it was finished.

I then took it to the local hobby shop to see if it would run through some points for my planned model layout. The proprietor took one look and said: *"Ah-ha! So you've bought a Bergs Brass Model."*

Two years labour and people though I had bought it!

What's the use of spending two years on a project and then have people think you bought it. Where was the reflected glory?

By that time, I had started work on a C30 tank. Now there was no commercial model of that — or so I thought. At the same time of completion, Bergs C30 ready-to-run appeared.

With a frenzy I contacted the Railways Archives Office and obtained plans for a Z26. Now there's a prototype NOBODY would ever produce. It was finished a few years ago — just when Craftsman Model's etched brass kit appeared.

Like a man possessed, I flew back to the hobby shop and bought wheels for a Z13 class. To my dismay, A.M.R.M. then bought news of the intent of two manufacturers to cover this prototype.

What am I to do?

Where will it all end?

Will every prototype be covered?

So I put my case to you. Should a few prototypes be reserved for the scratch builder?

(So I will not incur the wrath of all you lucky brass buyers I sign this somewhat tongue-in-cheek comment.)

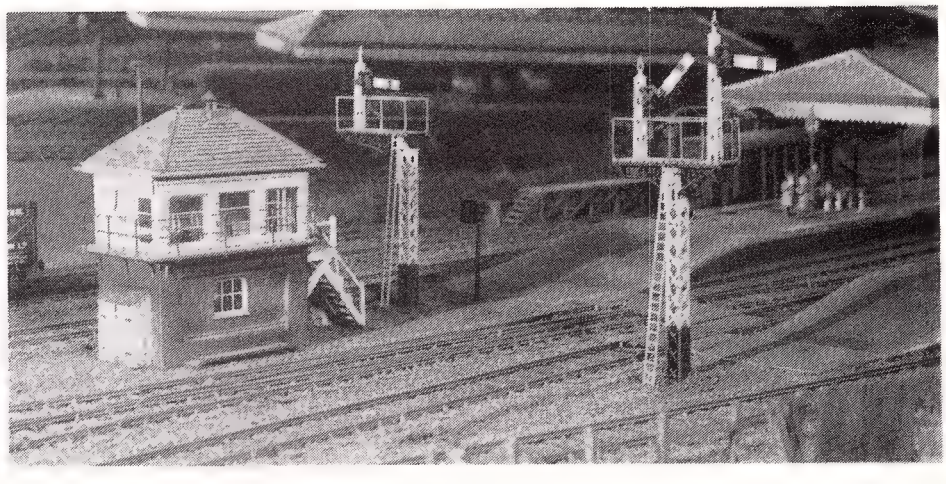
C37.
(Alias Ken Dunkley)

ON THE COVER

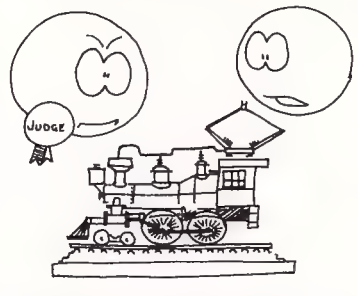
Mustard in the mountains. The STA's 830 heads a dining tour upgrade from Sleep's Hill tunnel toward Eden Hills on Sunday 9/9/79. The cars are a PCO class power van and club car from an Overland consist, the heavyweight Pullman dining car Adelaide and a CGP brakevan. Gavin Hughes photo.

CONTENTS

PAGE TWELVE — Sean Kelly		12
BUILDING THE ST.PAUL — MOUNT MICHAEL RAILWAY		
Part 2 — Fine Detailing	Frank Hennig	13
NOTES ON SCALE RAILWAY MODELLING	Malcolm Cross	15
MODELLING PROJECT: Modifications to Broad Gauge Models		
V.R. 'U' Van Kits	Andrew Barcla and Jim Leppitt	16
LIVE STEAM CONVENTION — Bathurst, N.S.W. 1983	Stuart Livesey	18
LIMA CONVERSIONS: A Freelance Open Wagon	Phil Curnow	20
'EL CHEEPO' CONVERSION	Peter Kelly and Ian Bird	20
EXHIBITION REPORT: Perth — 1984	Allan Brown and Es Davies	21
AMRM NEWS		24
PROTOTYPE PLAN:		
Rail Tractors of the NSW Railways — X100 Class	Phil Collins	25
LOOKING FOR NEW IDEAS? Railcars — Part A	Phil Curnow	28
WEATHERING DEISELS	Allan Brown	29
THE DL531 in AUSTRALIA — Part 2		31
830 Class Comparison Notes	Michael Dix	31
Mustard Pots in South Australia	Phil Curnow	31
The 830 Class in Tasmania	Michael Dix	34
MAILBAG		37
REVIEWS		38
PREVIEW		42
THE GOOSE BUM LINE	by Stein	44



Britain in the late fifties? Nó a scene from Adrian Du Heaume's EM scale layout. In Australia EM scale is all too often represented by a layout featuring the fine scale wheels and track, but very course bodywork, and very little scenery. Adrian has built his complete layout to the same fine scale, and the result is breathtaking. AMRM will feature more on this delightful layout in the near future. Graham Ball photograph.



"Don't I even get a point for trying?"

PAGE TWELVE

Once again **PAGE TWELVE** features the models built by Sean Kelly. All models were built before Sean was fifteen years old. Sean's models featured in the February 1984 issue.

1. *OBF (SAR) and GY (VR), two kits — a B.G.B. OBF and B.G.M. GY. Both kits were assembled as per instructions, with a Mainline underframe being use for the OBF. The models were detailed with B.G.M. shunters steps and B.G.B. tarpaulins, the latter folded on styrene jigs. The (RY) GY will be re-decalled when suitable lettering is available. Humbrol No.87 grey and No.20 red was used on the OBF while the GY was airbrushed with Floquil Tuscan and Boxcar red mixed in equal portions.*

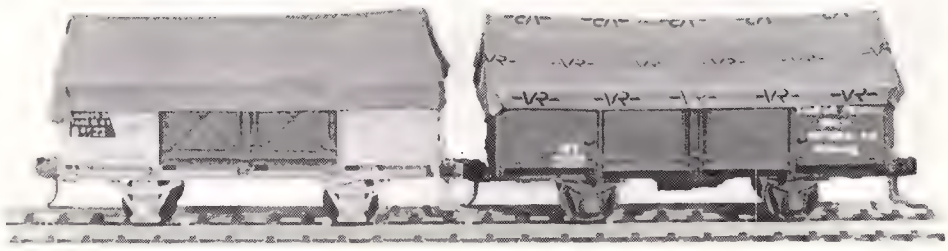
2. *AW passenger car and* **3.** *CW brake van are assembled from Plastibond casting made by Jim Melbourne. The patterns were photoengraved from zinc. The elliptic roof on the AW is a shortened and modified Roundhouse Harriman car. The clerestory roofed CW has a North Eastern timber roof suitably milled down to size. N.E. was also used for the underframes, while the bogies are four wheel Roundhouse Pullman type fitted with spoked wheels. B.G.M. brakegear and brass scrap was used to detail the underframe. Humbrol buff was used on the roof and black for the underframe. Duplicolour 'New Toledo Red' was used on the sides.*

4. *The C van was kitbashed from two Hornby Z vans, although it was not lowered in height as suggested in the AMRM article. The roof was sprayed buff while the body was sprayed with Duplicolour 'New Toledo Red'. Roundhouse four wheel pullman bogies fitted with Kadee 36'' wheels were fitted to the van.*

5. *The ZPL van was built over a few evenings from styrene. Evergreen 3'' spacing was used for the sides. The roof was formed from 0.060'' styrene which was heated in boiling water, shaped and then put in the freezer for five minutes, removed and then cut to width. Plastruct was used above the doors and on the ends. Athearn express reefer bogies were used, along with B.G.M. shunters steps. 'New Toledo Red' was sprayed onto the sides while the underframe was painted black. Trackpins were used for the chimney, buffers for ventilators and styrene for periscopes.*

6. *The ZF brakevan was a B.G.B. kit which was assembled as per instructions, sprayed 'New Toledo Red' and fitted with Roundhouse roller bearing bogies fitted with Kadee 36'' wheels.*

Photographs by Graham Ball and Bob Gallagher.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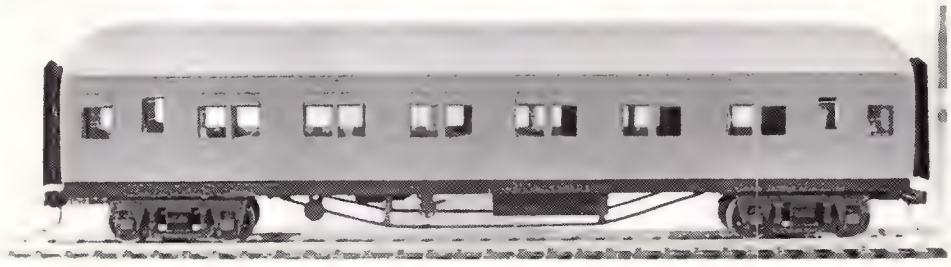
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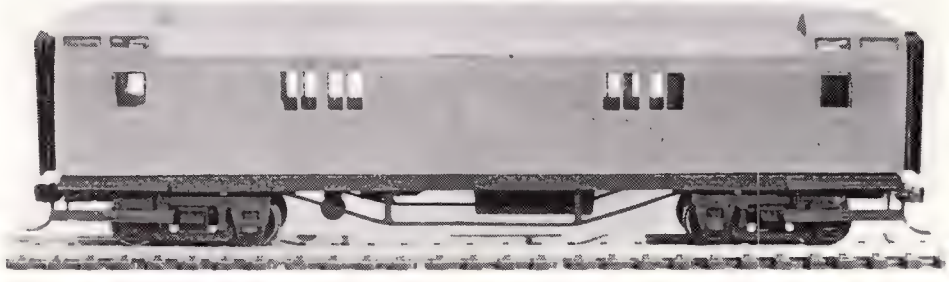
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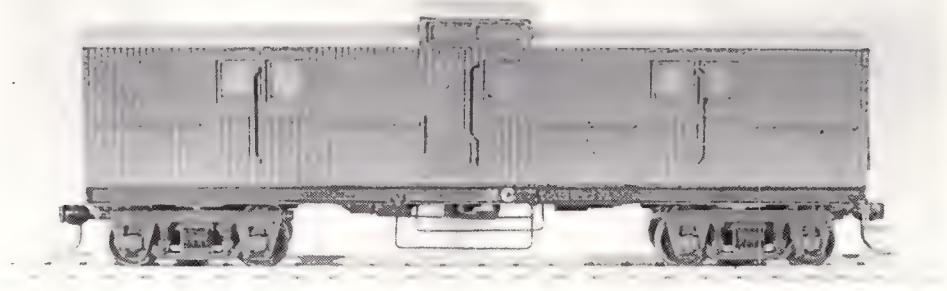
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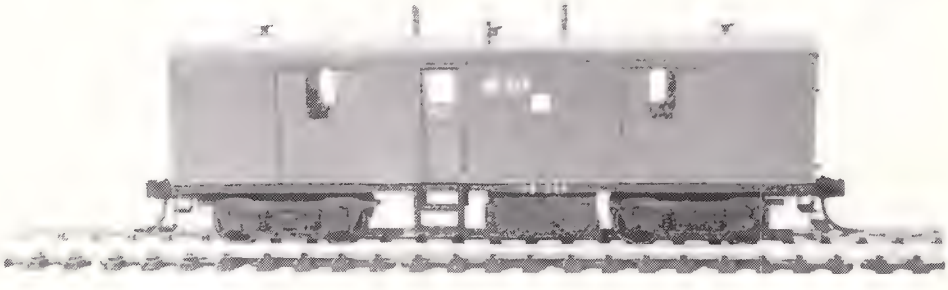
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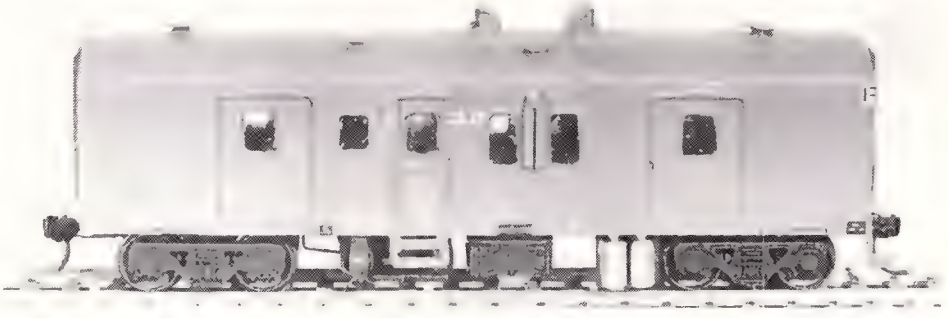
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DIARY

Continued from page 10.

COBURG — Victoria. November 17, 18 at St Paul's Church Hall, Sydney Rd., Coburg. Open 10am-9pm (Sat), 10am-5pm (Sun). Admission $1.50/$1. Organised by the Mont Valley Modelling Group.

BATHURST — N.S.W. December 1, 2 1984 at Bathurst Civic Centre. Open 10am — 6pm (Sat), 10am — 4pm (Sun). Admission $1.50/40c, $3 family. Organised by Central West Railway Modeller's Association.

CONVENTION

ROCKDALE — N.S.W. August 18, 1984 at the Australian Model Railway Association, N.S.W. Branch Clubrooms, Chapel Lane, Rockdale. Open 9am — 5pm. Subject: Modelling the Railways of N.S.W. — 2. Organised by James McInerney, 14 Angelo St., Burwood, 2134. (02) 747 5894.

THE ST. PAUL — MOUNT MICHAEL RAILWAY

PART II — Fine Detailing

by Frank Hennig

In an earlier article I described some aspects of planning and constructing a model railway layout. Since that article was written I have made considerable progress on fine detailing the scenery and buildings on the St. Paul — Mount Michael layout.

The basic scenery was built using chicken wire covered by plaster, which was subsequently stained or actually painted using diluted polyester paints and then applying various scenic scatter materials. Broadly, my approach has been to try and create the overall landscape in the first instance and, secondly, to create a desired scene on a particular portion of the layout by detailing the scenery and buildings. To undertake the latter it is necessary to picture, in one's mind, what the finished scene should look like. As this is not always easy, photos of the particular landscape you are trying to reproduce do help considerably as do articles and photos in model railway magazines.

Fine detailing is the process of improving the basic scenery in various ways to add realism to the model. This can be done in stages by working on a small part of the layout at a time. I will now attempt to describe the methods I am currently employing to do this. From the point of view of fine detailing, there are three important features on most model railways — the railway line, the countryside, and villages and towns. I will now deal with each separately.

The Railway Line.

This is the most important scenic feature on any model railway layout, therefore particular attention should be given to ballasting as this adds considerable realism to the trackwork. Once the ballast has been carefully brushed into place between the sleepers and wetted with a fine sprayer, diluted PVA glue is dripped onto the ballast and allowed to dry.

To add further realism, different ballast has been used in industrial areas and goods sidings, while at coal loading facilities, cement works, quarry, etc. the ballast is completely obscured by much finer material such as gravel or coal. Beside the track, heaps of ballast, old sleepers, huts and rails are also to be found.

The Countryside.

There are two main aspects to the countryside — there is the natural landscape and, secondly, there is the altered landscape as changed by man.

The first step is to place trees, bushes and lichen on a small portion of the layout, either in groups or individually, and then move them around until the desired effect is achieved and they can be permanently fixed into place. In the natural landscape, trees should not be evenly spaced but rather planted at random or in groups. Where trees have been planted by man they are usually at regular intervals or in rows. For my own part, I have bought ready-to-use trees or kits, which are far more realistic.
NOTE: It is not advisable to permanently affix trees and bushes immediately but rather to examine the scene again at some later time so that you are certain that you have created the effect that is desired.

Once all trees, bushes and lichen are fixed, it is time to detail the grass using coarse flock in patches. At this stage, the basic scenery is also enhanced by adding exposed areas of gravel, bare earth and paths. Cultivated areas require special treatment, especially if horticultural crops are being represented as these are usually grown in regular rows. Coarse flock can be used for this purpose as can lichen which can also represent vines and creepers.

Man-made features also require attention as even in country areas there are fences, stone walls, sheds and tracks, while along roads there are posts, road signs, advertising, fences, hedges etc.

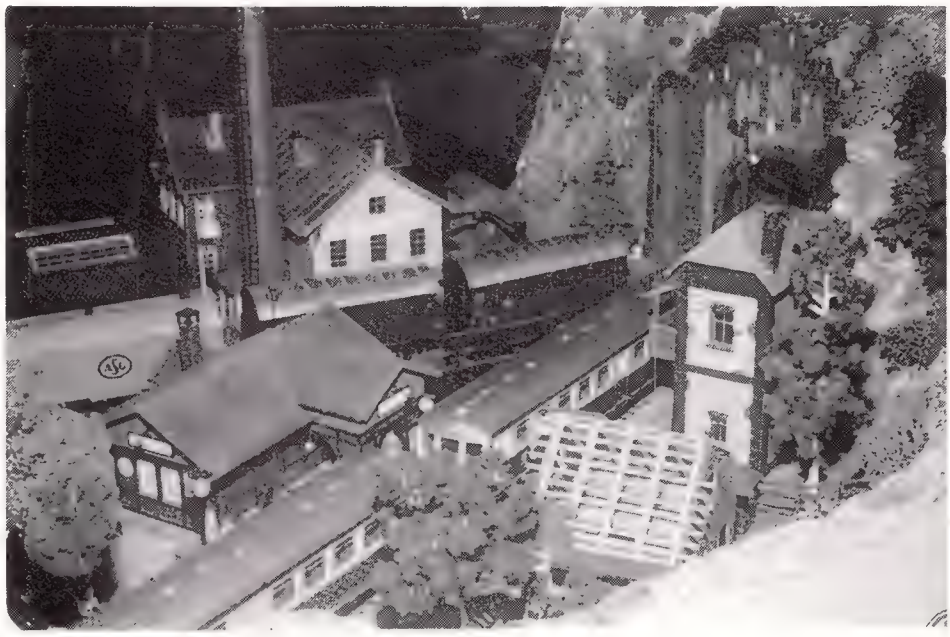
Towns and Villages.

The detailing of towns and villages should begin at the planning and construction stage. On the St. Paul — Mount Michael Railway there are three main centres — St. Paul, Mount Michael and Frankton.

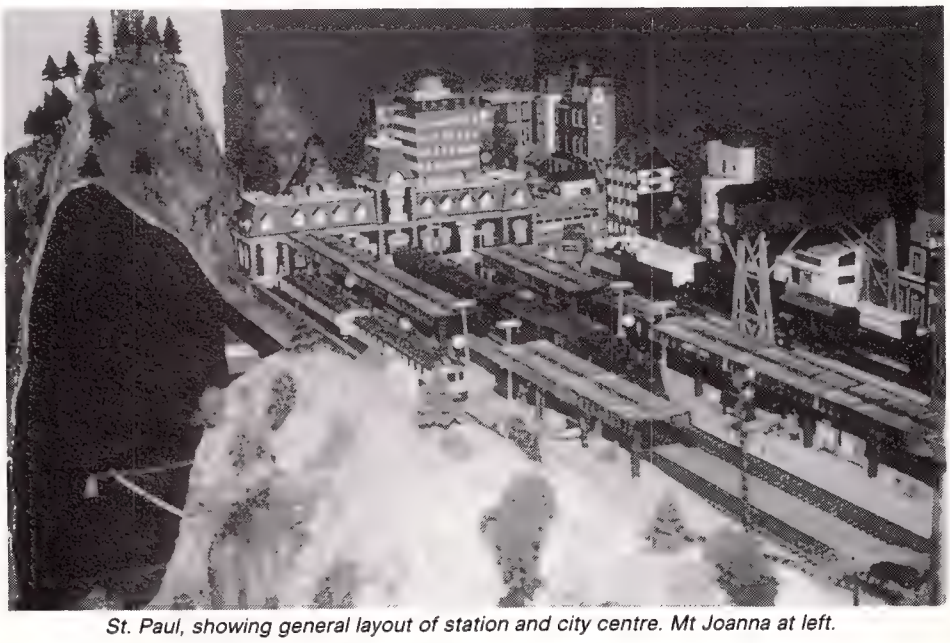
(a) St Paul is a small inland city where the railway line terminates in the city centre and goods are transhipped to surrounding centres. A number of industries are associated with the railway, such as the petroleum storage depot, cement works, railway and other workshops, factories and warehouses. St. Paul Railway Station comprises four passenger platforms — one for commuter trains, two for local passenger trains and one for long distance express passenger trains. The main goods yard has two sidings and there are also a number of industrial and storage sidings.

(b) St. Paul city centre is in one corner of the layout behind the railway station and bounded on one side by Mt. Joanna which also acts as a scenic break (see portion of scenic layout plan). The modelled part of the city centre consists of Gisborne Square with its fountain, kiosk and outdoor cafe among a mixture of old and new high rise buildings which will eventually blend into the background scenery. At the base of Mt Joanna are two older high rise buildings, while on the summit are the remains of a ruined castle.

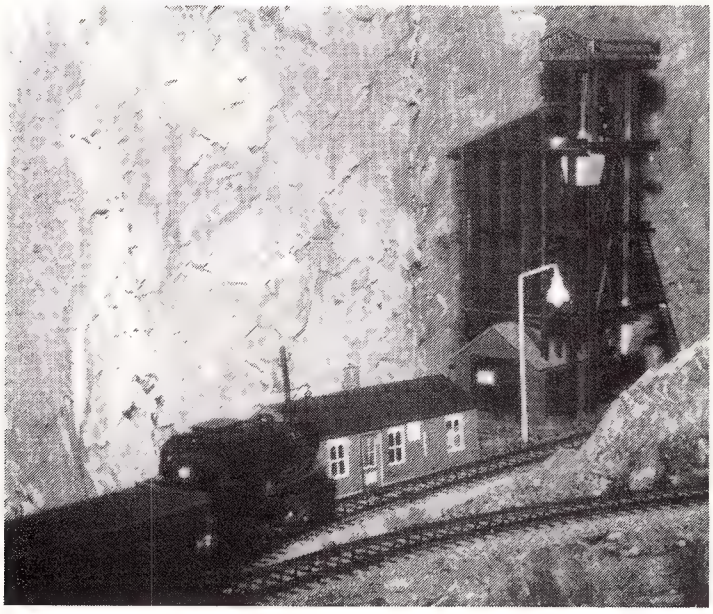
Along the back of the layout are warehouses, factories, gas works and petroleum terminals which will eventually blend



Frankton, showing factory complex 'Hennig & Sons', Frankton works and commuter train.



St. Paul, showing general layout of station and city centre. Mt Joanna at left.



Zeven Quarry and Gravel Train.

St. Paul city centre showing station building and Gisborne Square at night.

in with the background scenery. A viaduct provides access over the railway lines to the cement works, while at the far end of the layout are the engine sheds, turntable and coaling facilities.

(c) Mount Michael is a country town with a two platform through station. Again it is mainly the centre of the town with its low relief shops and some older buildings that have been modelled. The town is set among the foothills of a far more extensive range of mountains still to be depicted as background scenery. At one end of the town is a large church and town hall overlooking the main street with its old tower, inn and shops, while at the other end of the town is a service station and some houses with steep hills beyond.

The railway yard consists of three sidings with a factory, goods depot, warehouse, engine shed. etc.

(c) Frankton. This is a small town set in a valley and dominated by a large factory complex (Hennig and Sons Pty Ltd) on a siding behind the station. In the main street behind the station is a small market, a bank and two shops. There is also a large house opposite the shops. Frankton is served by commuter services and local passenger trains on a regular basis.

On the remainder of the layout are a number of other features of interest that should be mentioned, such as Zeven Quarry, Waitara and Napier. Zeven is a gravel quarry supplying gravel to the cement works at St. Paul. There are two structures in the quarry, a gravel loader and a small brick office building. The village of Waitara has only a few buildings, namely a nursery, inn and church, while at Napier there is only a small station serving the rural area round about.

The rural landscape also has its buildings, ie. a large farmhouse and barn, a timber yard in the valley beside the Napier River, a mountain house and a small mountain chapel.

Detailing the buildings is as important as fine detailing the landscape. All kits require some embellishment to make them more realistic and to add character. One step in this process involves painting the buildings and adding advertising and other signs and names such as street names, company names, etc. If a building is not suitable for a particular purpose, it may need to be modified or built from scratch using commercial building papers and cardboard.

NOTE: As most building kits have more pieces than are required, it is advisable to keep these, since doors and windows can frequently be used for making scratchbuilt structures.

Fencing and retaining walls are two important aspects that should not be overlooked when detailing a layout. There are many fence types, from farm fencing to garden and station fencing and each type is quite different. Numerous types of fencing are commercially available. Using simulated corrugated iron sheets, it is possible to make industrial fencing, small sheds and so on. Stone and brick walls can also be easily simulated using commercial papers and thin balsa wood.

Cars, trucks and people add further realism to any layout. On a freelance layout such as the St. Paul — Mount Michael Railway, both people and vehicles have been enhanced by painting them to desired colour schemes, e.g. buses, trams, taxis.

One final aspect of detailing concerns light-

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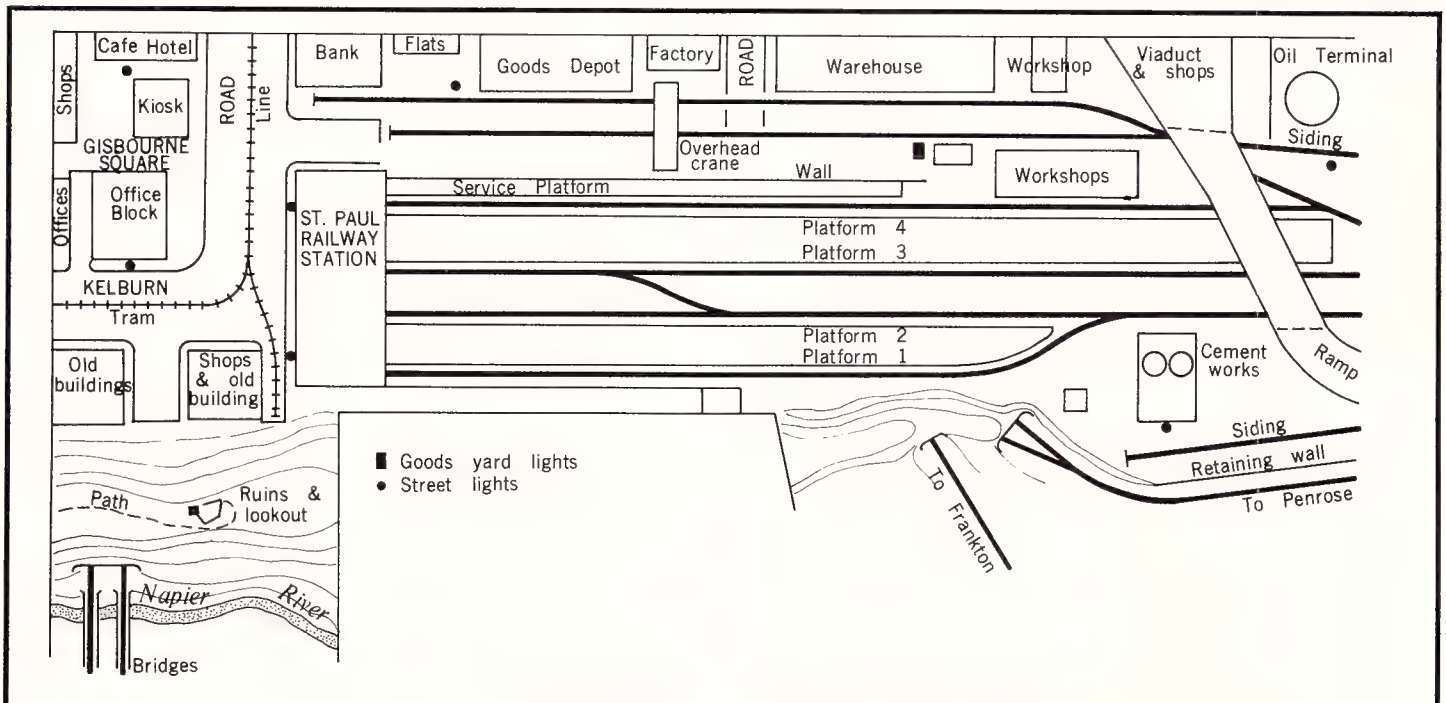

PORTION OF SCENIC LAYOUT PLAN SHOWING ST. PAUL

NOTES ON SCALE RAILWAY MODELLING

by Malcolm Cross

(The writer, together with Dr B.E. Weller, forms the Model Railway Study Group, designers of the 'Protofour' exact-scale railway modelling system. He has contributed numerous articles to the UK model magazines and now lives in Adelaide, SA).

The October 83 issue of AMRM featured an article entitled "Which Way Now?" highlighting certain unsatisfactory aspects of the model railway equipment situation in Australia and offering standardisation guidelines. Since a similar situation in UK twenty years ago led to the development of Protofour, and since Protofour (P4) was mentioned in the article with no clue as to its characteristics, perhaps it is opportune to provide some information and observations for AMRM readers.

It helps in discussing modellers' problems if the type of modelling is defined. The person who buys, or has bought for him, a cardboard-boxed train set, assembles it and watches the shiny train speed round and round the track, is 'playing trains'. It is always maintained that catering to this person is the paramount interest of the 'big' manufacturers and that such sales represent virtually the total market for their product. No actuarial evidence for this viewpoint seems to have been produced. For most of us the toy train novelty wears off within minutes, though some never seem to tire of the spectacle.

Inevitably, the time arrives when the shiny locomotive, vehicles and rails are compared with the real railway where tracks are very different in appearance, colours are drab and matt, curves have large radii and tracks pass buildings and signals and cut through the contours of the countryside. The toy train player metamorphoses into a 'Railway Modeller' who constructs the missing features, rebuilds the tracks, modifies the colours and strives with varying degrees of success to reproduce the real railway scene in miniature. It's a slow process in which a toy train is gradually modified toward a scale model and modelling skills and the technical knowledge that one must have for success are absorbed. It is to this person that the library of model railway magazines is addressed; circulation figures suggest that he is numbered in hundreds of thousands. Indeed, some manufacturers have suspected that there is money to be made in catering to his needs and have gone to considerable lengths to do so. As Airfix will testify, things have not always worked out as expected.

Manufacturers, saddled with the need to make new equipment compatible with the old, i.e. toys, have settled for compromises enshrined in the standards produced by NMRA in USA, NEM in Europe and BRMSB in UK. The problem today is that as the models become more realistic, their inherent scale limitations become more offending to the discerning eye. The point that few modellers seem to comprehend is that these compromise standards actually PREVENT the models from being correctly proportioned except in superstructures and lineside equipment.

In overcoming these disadvantages, the 'Scale Model Railway Enthusiast' replaces commercial compromise dimensioning with correct scale equivalents of the real railway dimensioning which enables him to combine the best and most accurate commercial products with correctly-proportioned wheels and track to produce models that are utterly lifelike. These models run superlatively well and, when photographed, have a thoroughly authentic appearance. This is Protofour.

Protofour developed from the UK BRMSB 'EM Gauge' in which the correct scale equivalent track gauge of 18.83mm was represented as 18.00mm (EM) rather than the 16.5mm of 'OO Gauge'. Initial 'fine scale' experiments produced an 'EEM' variant using 18.8mm and BRMSB wheels with 'EM' flangeways. Visual improvement was remarkable but attempts to re-contour commercial products to correct scale contours proved impossible. This forced a totally new approach.

In this approach the correct scale equivalents of real railway track and wheel settings were adopted and modified only where essential; in the event, very few and very slight adjustments were made. From the following table the fundamental differences between Protofour, EM and NMRA settings can be appreciated:

	Protofour	EM	NMRA
Flangeway Width	0.65	1.0	1.35
Wheel Width	1.85/2.0	2.5	2.7
Scale/Ratio	4mm/ft 1 .2	---	3.5mm/ft 1

A considerable amount of protest greeted the publication of the Protofour standards. This broke down into:

1. "The wheels are too fine, it won't work."
2. "Nobody can measure to 1/100 of a millimetre."
3. "We have too many standards already."
4. "How dare you rock my OO boat!"

Nevertheless, individual modellers assembled the available components and proved that Protofour worked exactly as claimed. Once having tried the new system, few returned to BRMSB modelling thereafter.

Although it is maintained that Protofour requires watchmaking skills, anyone who can place a metal gauge 18.83mm long between two rails has measured to 1/100 of a millimetre without realising it. In fact, anyone who can read instructions and apply gauges will find Protofour simple. To produce faultless running from Protofour or any other set of standard dimensions, only two conditions need to be observed:

1. The components must be designed to work together, i.e. must have matching contours which must be maintained throughout.
2. Simple constructional procedures, based upon the use of jigs and templates for the track and the use of gauges to check critical dimensions must be adopted.

This is, of course, precisely what the real railways do when manufacturing their own wheel and track components.

It is the failure of model railway manufacturers to follow these two simple precepts, by failing to devise and implement a universal code of standards, that accounts for the wealth of mismatched equipment and modeller anguish, both in Australia and overseas. To prevent this mismatching occurring in the new system, the Protofour Society was formed in a way that it was hoped could exercise some control of the situation. However, as the late Dr Tuplin observed of British railway practice, "human beings have an inherent resistance to change, especially change for the better". A splinter group calling itself 'Scalefour' set about encouraging 'backyarders' and anyone else to cater to the new system. In short order there were differing standards tables, wobbly wheelsets of indeterminate contour and, as a real showpiece, the firm of Ratio produced '18.83' track that measured 18.7mm straight and even less when curved. By ignoring the precepts, modellers themselves created the very situation in scale modelling that they had complained of in other forms of modelling. Although the Scalefour Society now accepts that its members should use only the original Protofour Standard Dimensions, the confusion generated over supplies has seriously affected the flow of genuine components.

In the Protofour Society itself, work continued apace and now such aspects as track wiring, power distribution and control, locomotive frames, wheels and suspensions, miniature worm gear drives, flexible couplings, reduction gear drives, electrical pickups, buffers, couplings (including the first correctly-scaled screw couplings), wagon and carriage suspensions, etc. are all standardised. Hubert Carr of the P4 Society has designed 'Geodeck' which is an unbelievably light and rigid modular baseboard system. Through its adoption, modellers can vary their layouts or transpose modules to give the size and shape of layout they require; a modeller who has only one module can see this incorporated in a large layout and, owing to the standardisation of Protofour components, it will offer instant interchange or through running no matter where the remaining modules were constructed. Many Protofour components may be used with other systems but it must be emphasised that there is simply no way in which Protofour wheels can be run on other tracks, nor can other wheels than Protofour be used on Protofour tracks.

It is possible that a pre-Geodeck Protofour layout will be exhibited at Adelaide later in the year, in which case visiting modellers may judge the results for themselves.

To return to "Which Way Now?", the following observations seem to be relevent:

- There is unlikely to be any genuine co-operation between manufacturers in the matter of acceptance of universal and detailed standards. Despite partial USA control, UK manufacturers are unlikely to abandon 4mm/ft scale for HO 3.5mm/ft even though such action would be to their long term advantage. Mismatched wheel and rail contours, differing axle lengths, forms and diameters, differing crossing flangeway widths etc. will continue to be produced. No manufacturer could cater to all the variants currently on the market.
- Much of the technology employed by manufacturers, backyard and giant alike, is woefully deficient. Any modeller knows that on both private and club layouts there are occasional track misalignments and rail height inequalities. Despite this knowledge, few firms bother to provide their vehicles with any form of springing or equalisation of the wheelsets, though this is universal practice on the real railways where the inequalities are to a much smaller degree. Even where springing is provided, as on some bogies, it is sometimes found that the compression value of the springs is greater than the weight of the vehicle and so the springs do not function.
- Modellers' attitudes to scale do not always encourage manufacturers to attain higher standards of design. In HO terms, for example, a 5'3" track gauge should measure 18.37mm, yet many modellers happily settle for 16.5mm gauge on the grounds that "it's only a few millimetres' difference" and so does not matter. They can hardly complain if manufacturers offer badly-designed equipment using precisely the same excuse.
- Wheel and rail contours which are mismatched, e.g. round-headed rail and wedge-flanged wheels, will exhibit unreli-

Continued on page 30.

MODIFICATIONS TO BROAD GAUGE MODELS VICTORIAN RAILWAYS 'U' VAN KITS

by Andrew Barkla & Jim Leppitt

The recent release of the Broad Gauge Models U Van kits onto the local market have been a further boost for Victorian modellers.

Many variations have existed within this class of van, including four wheel or bogie configurations, and those with plain steel or corrugated iron roofs, and wheel or lever style handbrakes. The BGM kit is a faithful representation of the 16 ton plain steel roof four wheel van. However, they have also since released the same kit with a pair of bogies included to enable a UB to be constructed.

In this article we will attempt to explain how you, with little effort, can reproduce some of the above variations of these vans.

Photo 1.

This photo shows a four wheel kit that has been assembled as per the manufacturer's instructions, including the addition of a wheel style handbrake and shunters' steps, also available from BGM (Kit PW 1).

Photo 2

Again we have a four wheel kit assembled as per instructions. However, we have added a corrugated iron roof and lever handbrake.

To fit the corrugated iron roof, first file off the moulded roof gutters on both sides of the supplied roof, then cut corrugated styrene to the same overall dimensions and carefully secure with MEK. This is best done by attaching one edge of the styrene to the roof first, then with the roof upside down on a flat surface, roll it over to keep the styrene flat and apply a generous amount of MEK to the other edge. The MEK will be drawn across the roof and glue the styrene flat. It is important not to apply too much downward pressure or you may risk flattening the corrugations. As most commercially available corrugated styrene is not wide enough to cover the roof, it may be necessary to use two pieces and carefully join them.

There are four roof battens which on our model were cut from lengths of 0.010" x 0.025" microstrip. These are attached with MEK, the outer two directly above and parallel to the sides and the other two approximately 1'4" either side of centre. We have used styrene corrugated iron because of the ease with which it can be attached to the existing roof, but one of the many aluminium varieties could be used.

The lever handbrake that we have used is from a BGM 'GY' detail kit (PW 2). Alternatively, you could fashion your own from suitable brass strip. The handbrake lever is assembled as per instructions. However, you will notice from the photo that the bracket on which the lever pivots is mounted directly under the right hand door, not in the centre of the vehicle as on the GY. This is due to the U van having a longer chassis than the GY (15' as against 12'6") and is true to the prototype. See also AMRM Issue No.86, 'Brake Rigging' by Phil Curnow. Whereas the wheel type handbrake operates the normal brakeshoes, the lever style has its own shoes on the inside of the wheels on the handbrake side of the vehicle. There are two extra shoes included in the kit for this purpose. However, you will need to manufacture your own rigging between them and the lever as that which is included in the GY kit is not suitable. We have used 'handrail' wire and styrene microstrip. BGM shunters' steps have been added to complete the vehicle.

Photo 3.

Some of the U and UB vans have had the lower three louvres removed from the doors and replaced with plain steel sheet. The photo accompanying the UB kit instructions shows this quite clearly.

To achieve this on the model it is necessary to file off the lower three louvres on all four doors and we found that this was best done before the kit was assembled. Care must be taken to ensure that none of the surrounding louvres, the door hinges or the door latch are damaged. You will notice from the photo that the doors are longer than the standard door; they actually project below the line of the sides. This can be reproduced on the model by attaching a piece of scale two inch square microstrip (four in all) between each of the door posts underneath the existing doors, ensuring that they are flush with the outside of the doors. Next cut four pieces of 0.005"

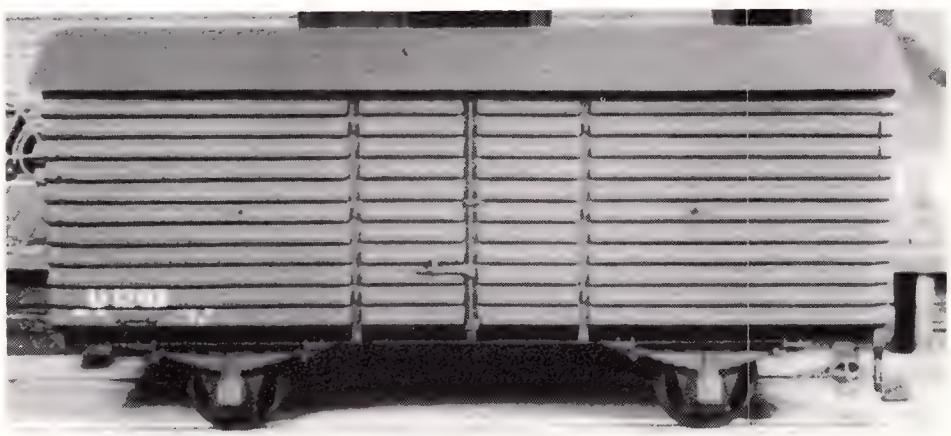

Photo 1.

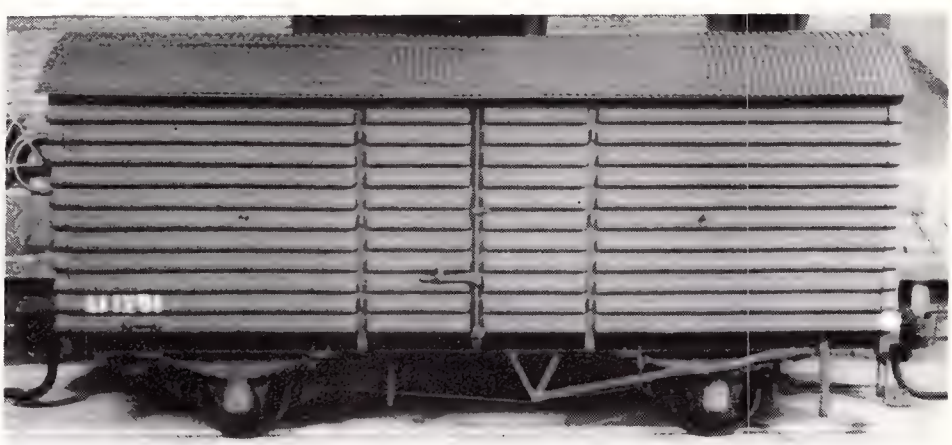

Photo 2.

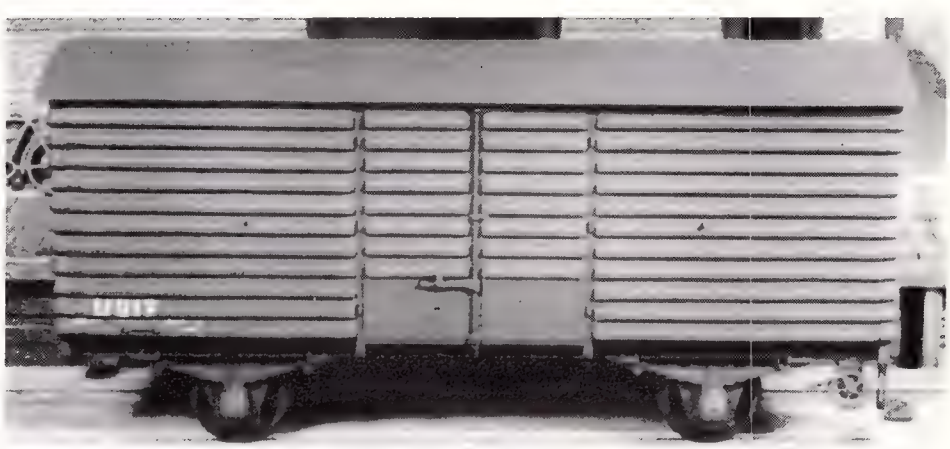

Photo 3.

styrene 2'1" x 3'2" to represent the steel on the prototype. It will be necessary to cut a section from two of the sheets to clear the door latch. Ensure that the piece of 0.005" styrene does not completely cover the 2" x 2" strip (refer photo). Extra care must be taken not to apply too much MEK to the 0.005" styrene because this will cause it to become too soft, which can lead to bubbles or creases forming. When completed, the kit can then be assembled as per instructions, with brake wheel and shunters' steps added as before.

Photo 4.

This photo shows the bogie equipped version of the U van, the UB. The UB kit, as supplied by BGM, is the same as the U van with the addition of bogies and screws. Whether the U or the UB kit is purchased, the same modifications will need to be completed before fitting the bogies. The body was assembled as per instructions. However, before fitting the solebars to the underframe, the axleboxes and springs were carefully cut and removed from the solebar. These areas were then cleaned up with a file. Once the solebars were glued to the underframe the bogies were screwed to the moulded bogie bolsters and the underframe then fitted to the body. BGM shunters' steps and wheel handbrake were then fitted. See photo for handbrake positioning.

Photo 5.

This photo shows the four completed vans ready to accept their first goods loading.

Our vans have been airbrushed with Poly S Boxcar Red and numbered using a mapping pen and diluted Poly S Reefer White.

We congratulate BGM on producing another excellent kit and can only hope that this article will encourage other modellers to attempt these and other modifications to add some variety to their rollingstock register. ▪

Photographs by the authors.

INTERESTED IN THE FRENCH RAILWAYS?

The SNCF Society is for you!

As our name implies, we are all enthusiasts of French railways, both prototype and model. Our members' interests are not confined to the nationalised system as it has existed since 1938 but our title was chosen as being the neatest way of summarising our aims.

In the few years of our existence, our numbers, both in the United Kingdom and abroad, have steadily increased to the present total of about 200. We have at present no formal constitution, preferring practical research and model making to bureaucratic debate.

Our principal means of communication is the substantial and well-produced quarterly Journal containing up to 28 pages of articles, hints, prototype information, photos and diagrams.

Several of our members are known to a wider public through their articles in the national model railway magazines of England.

There is a correspondence link or 'twinning' with a club in France which widens the scope of exchange of information and through our twin with the Federation Francaise de Modelisme Ferrovaire.

At present the membership fee is 4 Pounds plus 2 Pounds for airmail postage (recommended — some surface mail does not get Down Under). To join, please send your cheque (payable to 'The SCNF Society') to the Membership Secretary:

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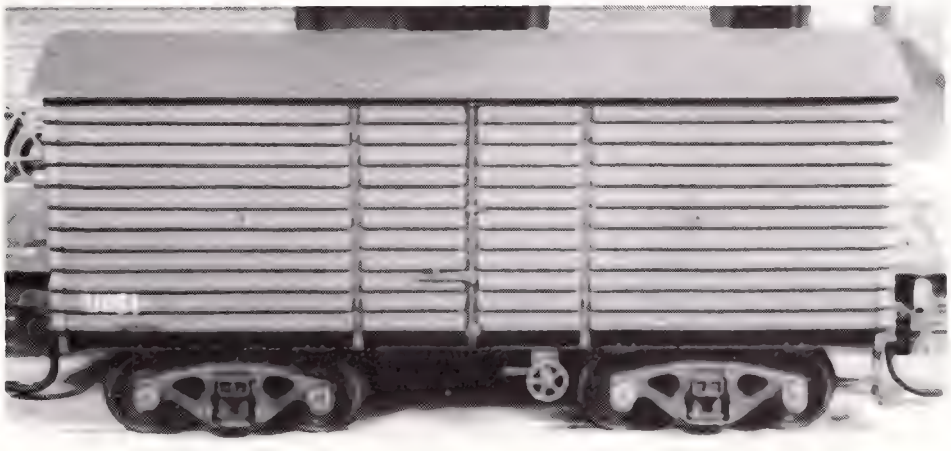


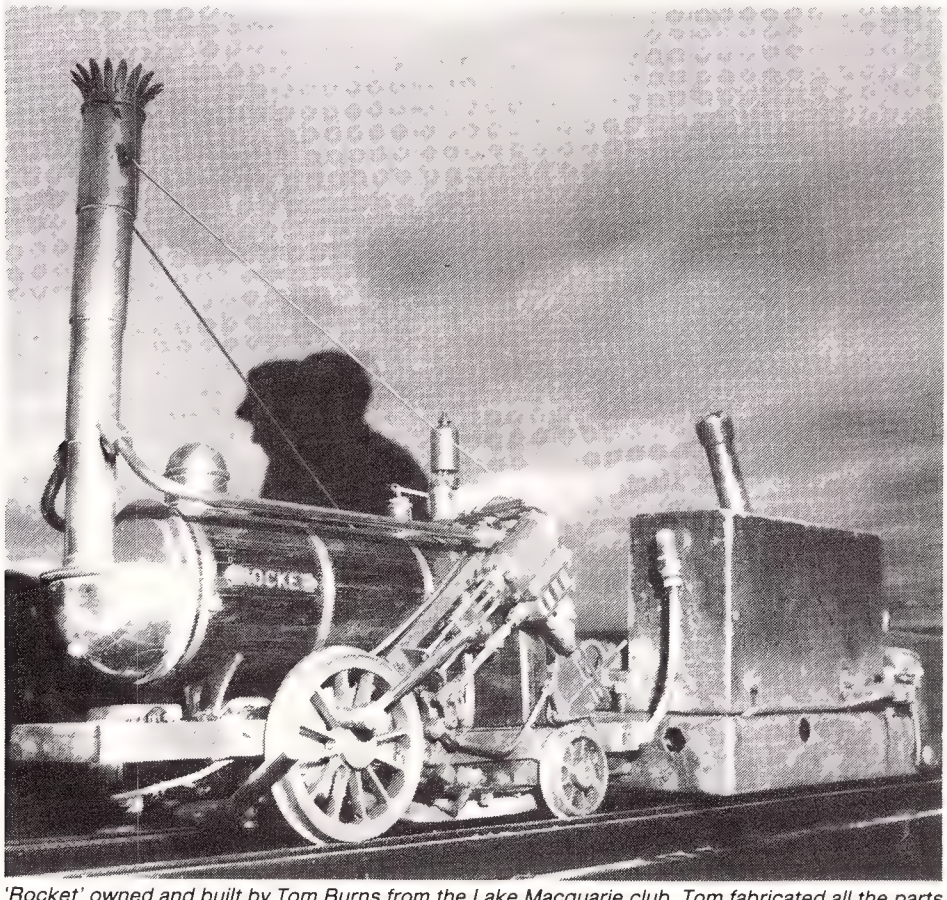
Photo 4.

Photo 5.

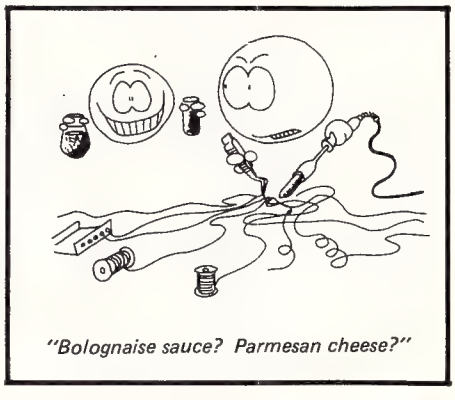
LIVE STEAM CONVENTION — Bathurst, N.S.W. 1983

On 14 May 1983 the Bathurst Miniature Railway Co-operative Society held a mini convention at their site in the John Matthews Sports Complex. Despite poor weather, the convention was well attended by both participants and spectators. Here are photos of just a few of the locos that appeared at the convention. The photographer was Frank Colsato. ▪

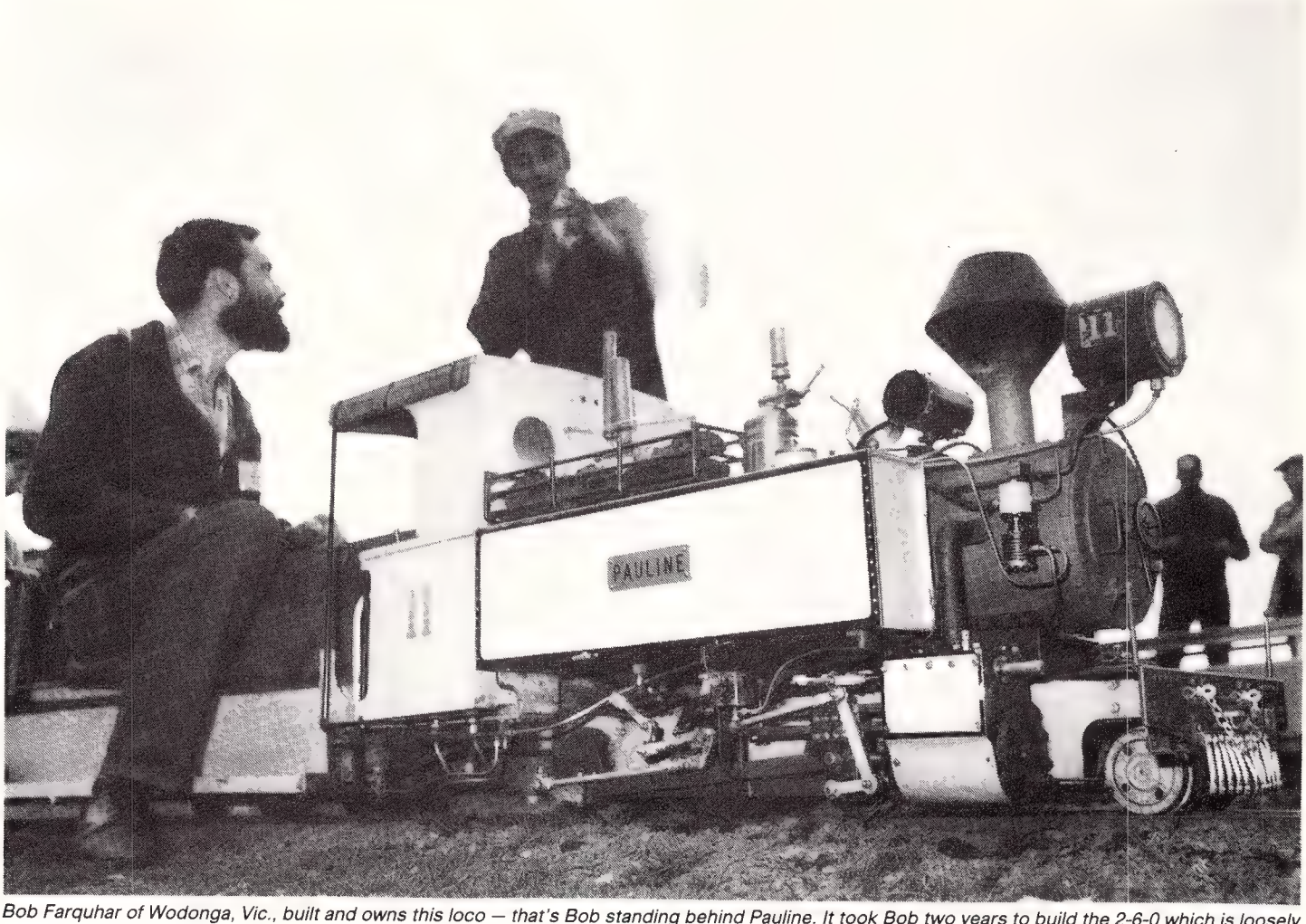
Stuart Livesey.



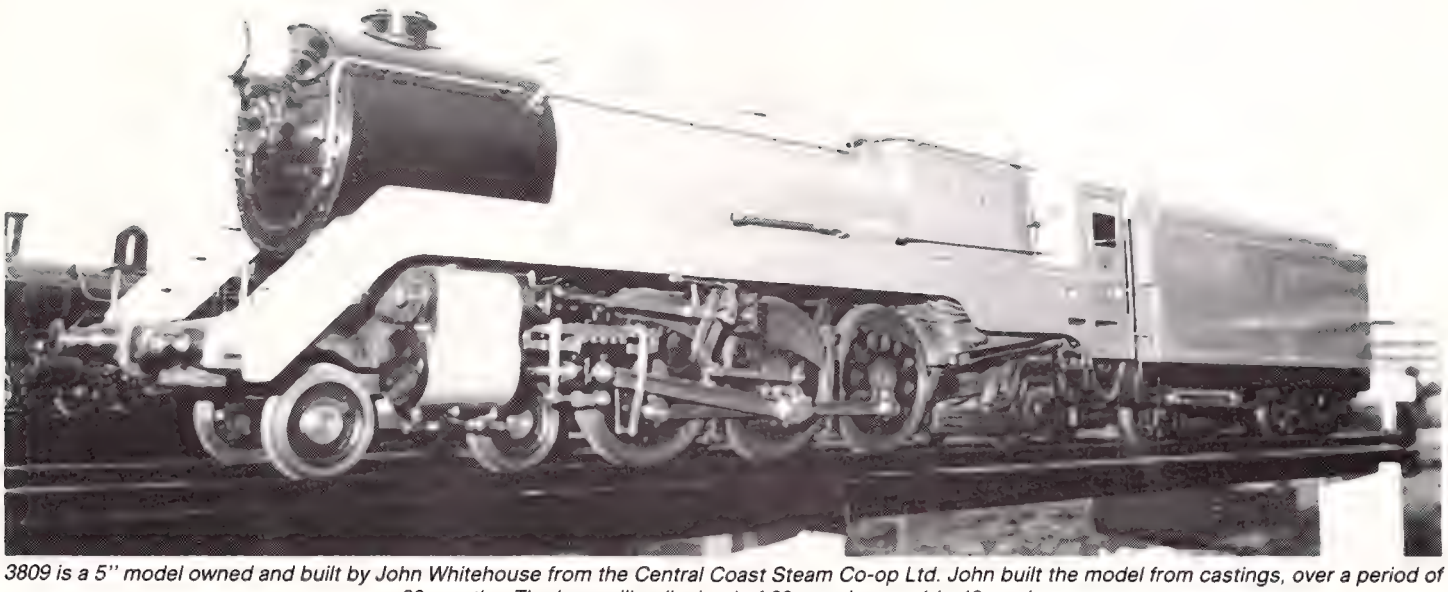
'Rocket' owned and built by Tom Burns from the Lake Macquarie club. Tom fabricated all the parts for the loco and built it over a period of eight months, spending approximately 20 hours per week on the project. The loco operates with a regulated boiler pressure of 100 psi and will haul a load of two adults plus the driver.



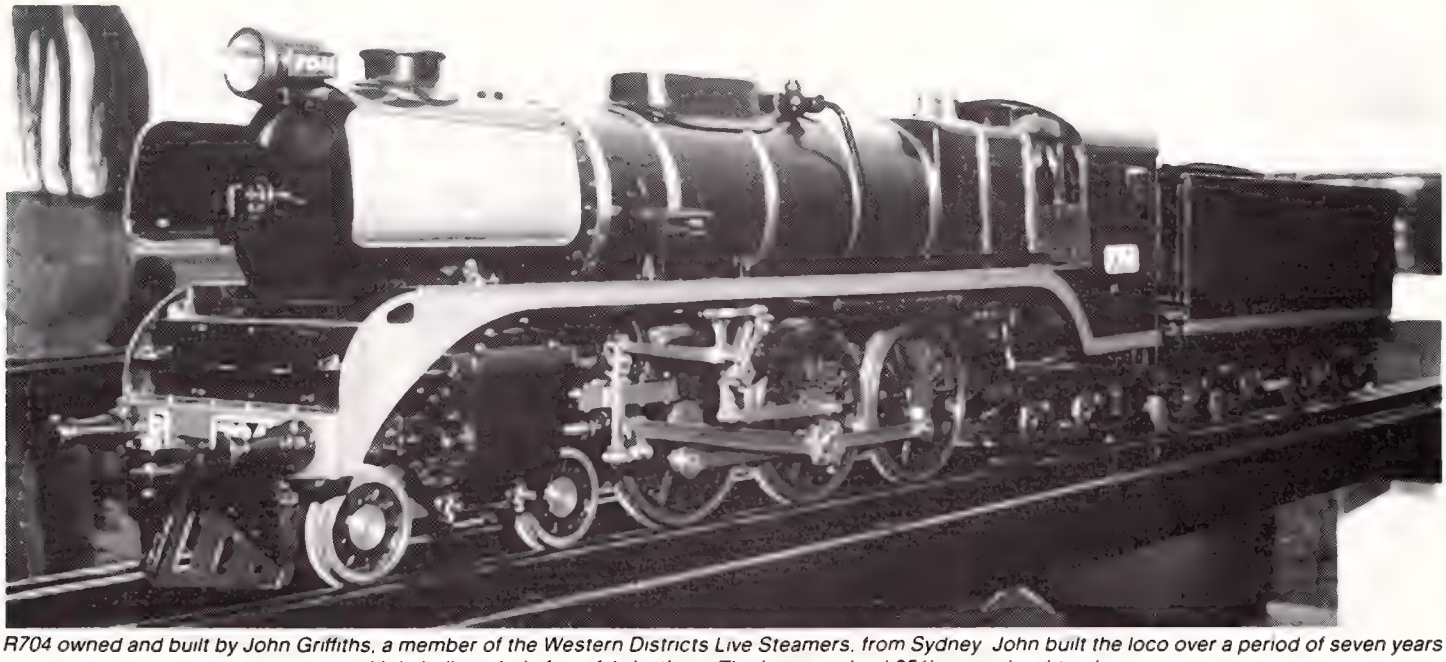
"Bolognaise sauce? Parmesan cheese?"



Bob Farquhar of Wodonga, Vic., built and owns this loco — that's Bob standing behind Pauline. It took Bob two years to build the 2-6-0 which is loosely based on a Fowler design. Pauline can haul 32 people up a 1 in 38 grade.



3809 is a 5" model owned and built by John Whitehouse from the Central Coast Steam Co-op Ltd. John built the model from castings, over a period of 26 months. The loco will pull a load of 30 people up a 1 in 40 grade.



R704 owned and built by John Griffiths, a member of the Western Districts Live Steamers, from Sydney John built the loco over a period of seven years and it is built entirely from fabrications. The loco can haul 951kg on a level track.

A most unusual loco owned and built by Bill Brown from the Illawarra. Bill built D1-73 in 1973 from a freelanced design. There are no plans. The loco is powered by a Honda 50cc motor cycle engine; the kick-starter is clearly visible. This is an example of the little engine that could — it can haul 42 adults up a 1 in 36 grade.

A FREELANCE OPEN WAGON

by Phil Curnow

In an article on building Newcastle style hoppers (AMRM April 1984 Issue 125), I suggested that intending builders buy the Lima HO scale steel-sided open wagon because the body could be used instead being of scrapped. As I mentioned in the introduction to that article, the coal hauling railway was based on features of several NSW areas so it was essentially a freelance effort. Combining two bodies to form a VR style bogie open wagon didn't seem out of place.

The resulting wagon is narrower and shorter than a VR E-type wagon. The width is hard to alter. However the length can be increased by adding sections between the doors and detailing to suit.

Obtain two bodies. Decide before you start how many sections you want between the doors. I chose three because I could hide the join against one of the angle sections. If you build with four you will need to add some angle over the resulting join and then detail to suit. I'll describe my method.

Place the two bodies end-to-end on a table. Imagine that they are joined together and what you would get in the space between the doors. Reading from the left you would have a door, narrow panel, wide panel, end strap, end strap (from the second body), wide panel with handrails, narrow panel and then a door. Obviously the two end straps are not required and, as I said previously, one wide panel had to go as well, so I chose to remove the one with handrails.

With a fine saw, cut the end panel from the left hand wagon by cutting parallel to each side. Now do the same to the right hand wagon and place them end-to-end again so that you can see which panels to remove. File the end strap off the left wagon, making sure that the edge remains as square as you can make it. Carefully remove the end strap and panel with handrails from the right wagon by cutting slightly to the left of the angle bracket. File this edge square and smooth with the angle.

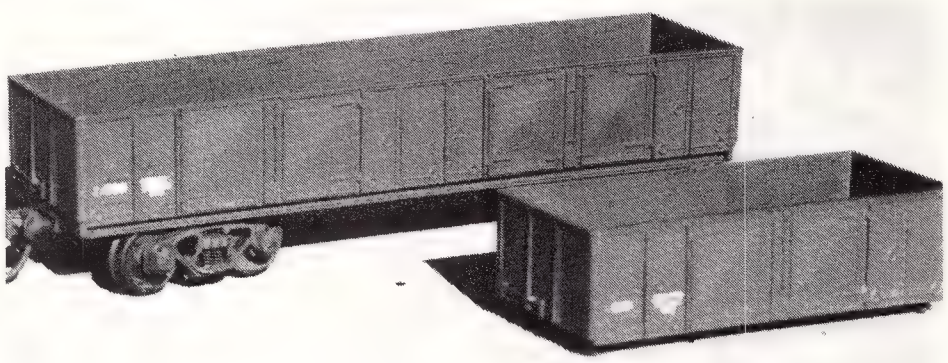
Now attack the other side of each body. You should end up with a staggered cut so now you can carefully remove some of each floor until the edges of the sides meet and the sides are straight. To disguise the floor joint as much as possible, I cut along an edge of a floor board and then trimmed the other floor to suit. When you are happy with the joints, turn both bodies upside down and run a little MEK into the joints. When dry, you can clean up the inside and use some plastic putty to fill any holes or cracks.

I cut a piece of 0.020" styrene to make the end sill and glued it under the floor inside each end. Some scale 9" styrene (Plastruct) or wood (North Eastern) channel was cut to fit between the end sills to form the side sill as shown in the photo. I used two North Eastern bogie bolsters because they set the wagon at a good height for Kadee couplers. However you could use scrap plastic. Having the bogie mounted on the wagon centre line is vital so my method nowadays to reduce the risk of errors is to drill the bolster before it is fitted. Mark the centre line, then glue the bolster in place 18mm from each end using the drilled hole as a guide. Now glue a piece of thin sheet lead to cover the whole space between the bolsters to give the wagon a good operating weight.

A wagon of this type would have a centre sill so I usually trim some of the base off a piece of North Eastern centre sill to allow for the thickness of the lead and glue it between the bolsters. I find the wagon weight distributes itself more evenly than trying to cut two identically weighted pieces and then fit them on either side of the centre sill. Doing it that way, I more often than not ended up with a wagon that leant to one side.

Fit a brake cylinder casting alongside the centre sill to line up with a brake lever you can add to the left hand side of one end. Now you can fit a shunter's step (usually 9" x 6") to hang about 12" below the end sill and brake lever. Fit a handrail alongside the lever, then repeat the handrail and step at the diagonally opposite corner. All that remains is to paint the wagon and I used Polly S mixed to match the colour of the brown plastic.

I mounted the wagon on a spare set of bogies, fitted Kadees and then set it on the track. Unfortunately it was lower than some unconverted Lima four wheelers that I had repainted brown to use as open wagons. These were of the English wooden bodied style and, after studying the problem, I cut the top plank off their bodies and improved the looks tremendously. As mentioned previously, although we call them an HO chassis, Lima stretched the distance between the wheel bearing and the side sill to allow use of their standard large wheel and oversize flanges. Removing the plank compensated for the increased height. ▪



Two of the wagon bodies from a Lima model in the foreground can be joined together to make the freelance bogie wagon as shown.

"El Cheepo" Conversion

by Peter Kelly, photo Ian Bird.

When asked to run a Queensland train at a school fete, I looked for an easy way to produce one from available equipment.

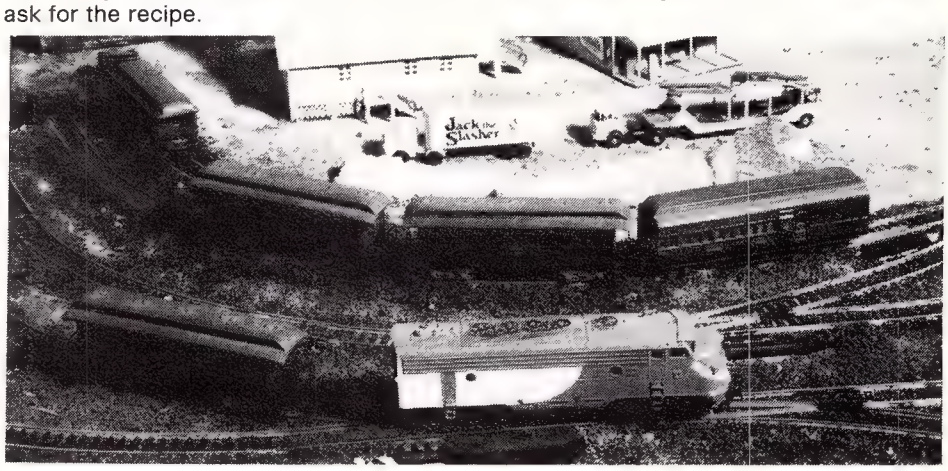
For motive power I chose a Tyco diesel since it resembled a Queensland English Electric 1200-1220 class. I added sun hoods and painted it QR colours, Light Blue cab and part body, remainder body White with a Light Grey roof. I numbered it 1234.

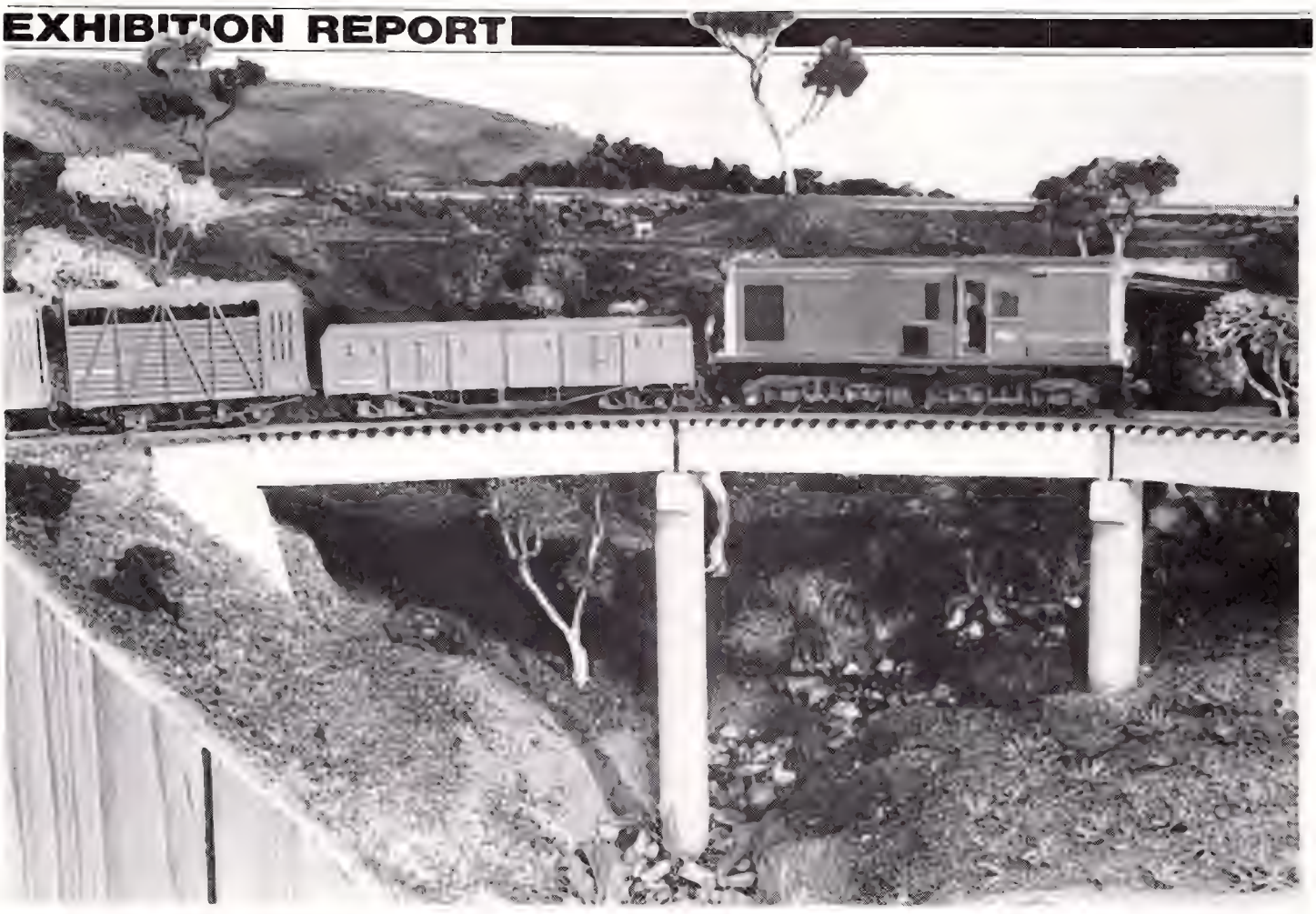
I added guard's lookouts to a Tyco combine and then painted it and 3 Tyco carriages Tuscan Red and lettered them. That made them QR.

Since QR have a guard's van at each end of the train, I reroofed the Lima South African guards van to match the Tyco carriages.

By adding Guard's lookouts, and converting one coupling to Tyco, a coat of paint and decals produced another QR guard's van.

Not only is this a QR train of the 1960's, but it is close enough to have other modellers ask for the recipe.





The West Australian railway scene was represented by Bindiup, based on the South West main line, 90 miles from Perth. Although it was based in the steam era, the photo shows Sn3½ scale 'Y' class heading a short goods over Bindiup Creek. This exhibit won the 'Bill Gardner Cup' for the 'Best Model of a Railway' award. The layout is owned by Graham Watson but was built 'with the help of his friends from York'. (Another excellent Sn3½ layout.

PERTH – 1984

by Allan Brown & Es Davies

Once again, Perth held its Annual Model Railway Exhibition. Organised by the Western Australian Branch of the Australian Model Railway Association, the exhibition was again held in the South Perth City Hall. Two floors of the building were taken up by a total of 28 stands.

A good representative of scales were featured, augmented by the Australian Railway Historical Society (W.A. Division) plus stands from all hobby shops in Perth. Australian Model Craft Co. of Albury exhibited some static display cases.

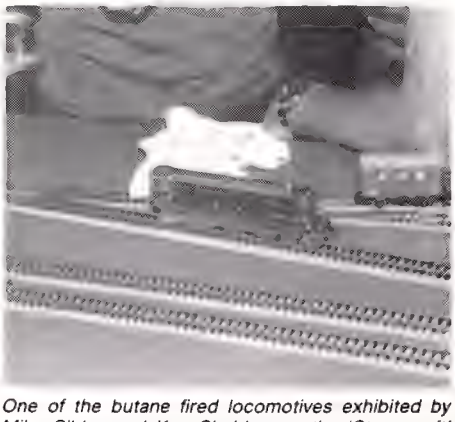
In the larger scales, a combined display presented by the Live Steam Model Railways, the Gauge 1 Association and the Association of 16mm Model Railways demonstrated garden railways, realistically set out in a landscaped garden setting with rocks, plants and the works. The best part of this display was that most locomotives were both live steam and radio controlled. An excellent display. The other large scale on display was of pre-World War II tinplate O gauge clockwork.

Not to be outdone, but resorting to a smaller scale, live steam again featured in the guise of OO scale British outline, under the title 'Steamcraft'. These locos ran on butane gas and, of necessity, were made of brass.

Other OO scale layouts were presented by Fremantle & District Model Railway Association (with the standard 16.5mm track gauge) and in EM gauge, by Paul Kehoe's layout and George Noble's module. Whilst Paul's layout was complete and operating according to prototype of the day, George's is only a static section at this stage and will feature as part of an overall layout eventually. Both displays characterised, in their own ways, the growing interest in EM gauge.

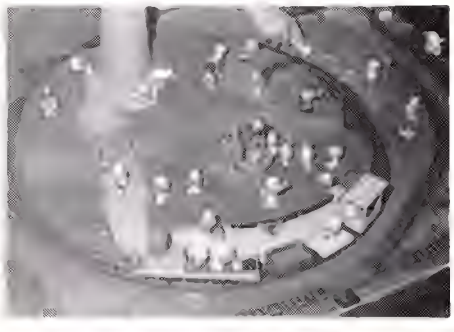
Whilst in the realm of OO scale, the host club (AMRM (W.A.)) featured a lot of double-track plus branchline running on their layout, Haltwhistle-on-

The 'Advice Centre', manned by members of A.M.R.A. (W.A. Branch), where information and answers could be obtained on all facets of the hobby.



One of the butane fired locomotives exhibited by Mike Sibley and Ken Sheldon on the 'Steamcraft' layout. The scale is OO.

The entrance foyer was adorned with stands upon which illustrations were placed advertising the hobby and AMRA.



'Smurf Lay-out' built by Andrew Morling aided by seven year old Fiona Morling.

A scene from Ironhorse Pass, an HOn3½ layout based on the Rocky Mountains in Colorado. The layout is the work of Simon Mead and won the 'Best Presented Stand' award.

The 'Steamcraft' display, featuring butane fired live steam locomotives, in OO scale.

P.A.C.E. Products, a display of throttles, transformers and the like, suitable for all scales. Viewers were invited to try their hand at the different controls.

The display of pre World War II Hornby clockwork trains. Every so often the trains were operated for the viewing public.

Andrew Morling demonstrates the intricacies of assembling white metal locomotive kits.

The terminus scene on Haltwhistle-on-Tyne, the OO scale layout which is normally housed in the Meltham Station club rooms of the Western Australian Branch of the Australian Model Railway Association.

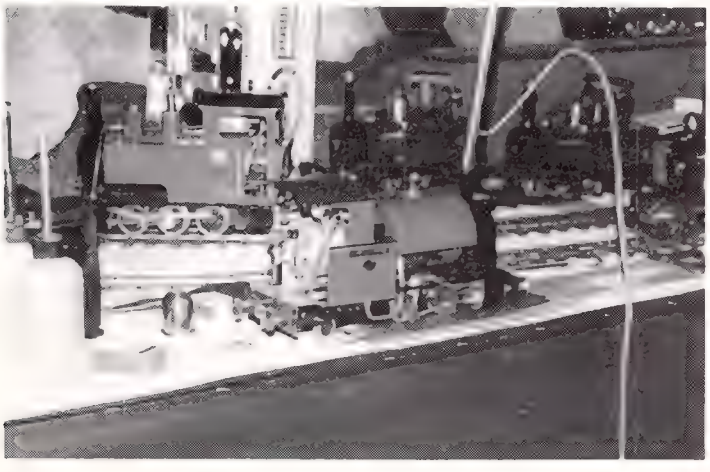
Shorndorf, a German prototype HO scale layout, exhibited by father and son Geoff and Steven Schupp.

A couple of the locals inspect the merchandise near the Perth Hobby Centre stand.

Live Steam Model Railways, a combination of both O gauge and Gauge 1 garden railways, operated live steam and radio control models.

Below Left: *Loco servicing and preparation area.*

Below Right: *A double-header unit about to do a circuit of the layout. The second unit is based on Victoria's famous Na class Puffing Billy.*



Tyne. This layout is somewhat universal in that its scenery and structures allow a certain latitude for either British or Australian prototype running.

Sn3½ portrayed the local scene on Bindiup owned by Graham Watson. Bindiup is a small station about 90 miles south-west of Perth — or is it? Good prototype running of exceptionally well-made models resulted in this layout being popular with one and all. Some noteworthy rollingstock built by Gavin Stallard featured on Bindiup.

HO scale was well represented. Shorndorf, a small German prototype layout was built and operated by father and son, Geoff and Steven Schupp. Regrettably, Joe Moir's layout of North American prototype suffered damage in transport to the exhibition and had to remain a static display only. The Rocky Bay Model Railway Club's layout, of American prototype, is presently the nucleus of what is hoped to grow into a more complex layout.

Simon Mead's 'Ironhorse Pass' is an HOn3 diorama type layout depicting the Colorado Rocky Mountains area of the US. Tall trestles, tight curves and sheer rockwork convincingly depicted this layout's origin. The small trains looked great winding around the curves and over the bridges. Good lighting, a well designed headboard plus plenty of photos and informative captions made this an excellent 'display' layout.

N scale was represented by the 'unprototypical' mountain layout of the Fremantle & Districts Model Railway Association which ran anything, and unashamedly advertised it as so.

Kevin Congdon is obviously a lover of the Santa Fe. His static display cases were crammed with steam and diesel locos, plus many passenger and freight vehicles common to this popular road. HO scale of course!

'Trains for Telethon' was an HO scale U-drive layout in aid of Telethon.

On the commercial side, Quickcup Hobby, of Victoria Park, Perth Hobby Centre and Stanbridge's Hobbies of Mt Lawley displayed and sold their wares. Pace Products, a local firm and not yet known in the east, displayed and demonstrated an excellent range of control units, both panel style and hand held. These looked very interesting and hopefully we might see some of them on this side of the continent soon.

No exhibition is ever complete without the demonstration/how-to-do-it stands and the ever popular movies (or in this case videos). In both aspects there were plenty and quite enjoyable.

Last but not least was the refreshment area where one could buy something to eat and drink and put your feet up for a while, whether it be inside the hall or outside in the sunshine. Once refreshed, it was back to the exhibits.

Rather than supply the customary handout upon entering the hall, the public was invited to purchase, at a low 20c, a 24 page guide setting out brief histories of each exhibit, along with track plans of most layouts. The booklet also contained a stamped number representing the door prize. From what we could see, these guides were proving very popular, if not for the track plans alone. A great deal of work must have gone into preparing them. No, the numbers in our booklets did not win the prize!!

All in all, this was a good exhibition and comparable to anything on the east coast. It was well worth the trip across. To our modelling colleagues in Perth we can only say, 'well done, fellas'. ▪

Photographs by Allan Brown, Bob Gallagher and Graham Ball.

Stanbridges Hobby Shop, a good display of readily available equipment.

AMRM NEWS

Compiled by Bob Gallagher.

Well, here it is, (hopefully) 64 pages of interesting articles, three of them in colour. So many photos of the 830s came to hand that the DL531 story will now run to three parts. At the time of preparing these notes, the postal area encompassing our post office box is strike bound. 40,000 items have been held up, probably 50 or so belonging to AMRM. More than half are advertising for this issue, and our deadline is past. If this issue reaches you late you know the reason . . . if it reaches you on time you are lucky . . . if it reaches you early we will have overcome Murphy's Law.

Last Issue

For some readers last issue was a washout — some pages missing, some pages doubled-up. It appears that the problem was restricted to Subscription copies to the Victorian country and Western Australia. What happened? Only our printer can explain, but fortunately we had sufficient copies to replace the crook ones. We can only apologise for the inconvenience.

For the record, our requirements for replacing poorly produced copies is simple. Please send the cover of the bad copy, plus a note explaining the problem along with your name and return address to the Editor. If you get two copies and both are bad, please send both covers. If you cannot afford the 30c stamp, say so and we will refund it. Please do not expect us to replace the copy on a phone call. How are we to be sure you really received a copy of that issue. At all times we will strive to ensure satisfaction with our product, as long as we are sure you are buying it.

Derailments

Last issue we had a few errors, that may have been misleading or caused embarrassment to some of readers.

Casula Hobbies are importing a Z27 class, and not a Z17 class as stated. Mansfield Hobbies are importing the Z17.

The correct spelling for Anne is Anne, not Ann. Sorry Ann — opps Anne.

Please Contact AMRM

We are anxious to make contact with a W. Martin from Victoria (re back issues) and the principals of Hobbylec of Hurstville. We want to give you something!

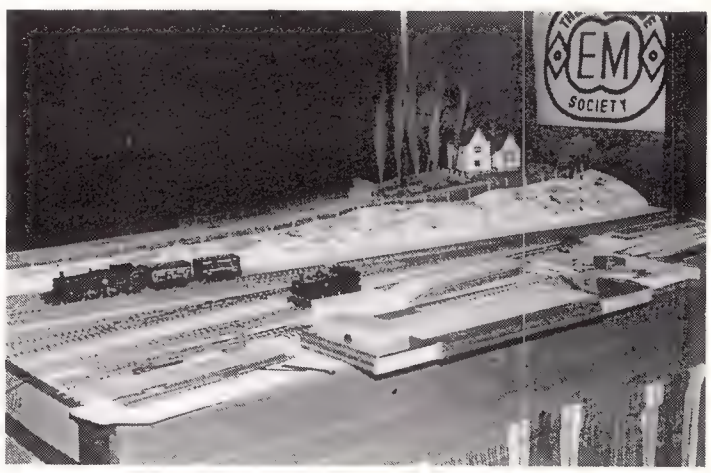
Air Mail Subscriptions

It is pleasing to advise that we can now offer overseas subscriptions by air mail. It is not cheap, but we can at least offer it. Because of the varying rates to different areas of the world we can only supply the rate for a specific destination upon application.

Continued on page 44.

The N scale layout of the Fremantle and District Model Railway Association, which features locos and equipment from many countries. The layout was advertised as an 'unprototypical mountain layout'. This exhibit won the 'AMC Trophy' for the 'Most Popular Layout', judged by public vote.

One of the scenic dioramas built and displayed by Dick Smart, as part of his continuous and informative demonstrations.



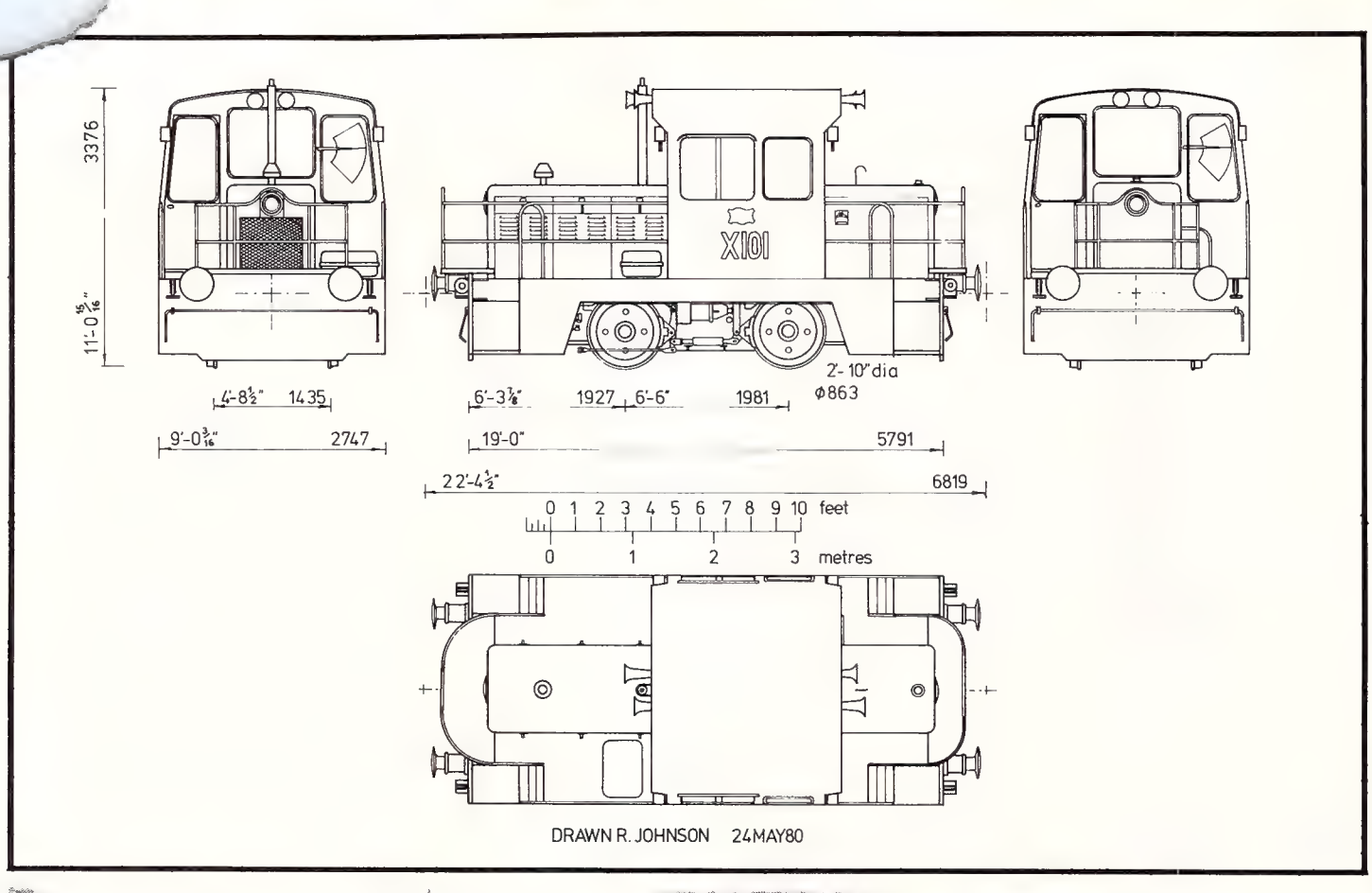
A section of the EM gauge layout, displayed by George Noble demonstrating the benefits of fine scale modelling.

RAIL TRACTORS of the NSW RAILWAYS – X100 Class

Phil Collins presents details of the rail tractors as used by the N.S.W. Government Railway system. Part 1 covers the X100 class. .

In previous articles on 7201 and the 73 class diesel locomotives, the subject of replacement of steam shunting locomotives in NSWGR service has been discussed. Again it is relevant as we begin to look at these two classes of small shunting locomotives or rail tractors as they are referred to in service.

Top: *8001 (X101) in original livery at Chullora. R.Clarke photograph, G.Ball collection.*
Centre: *X102 at Eveleigh loco in July 1977. The brilliant yellow livery has been faded by exposure to the weather. Photograph by Graham Ball.*
Above: *X102 in yellow livery, but away from its regular home at Petersham. This, the most recent application of the yellow included the black stripes on the No.2 end but the builders plate remained yellow. Photographed by Bob Gallagher at Wauchope, January 1983.*
Left: *X101 in Indian red livery, mounted on the well wagon, destined for duty at Coffs Harbour or Wauchope.*



The engine end of X101.

X101, with 'L7' logo on the front panel.

During the time steam provided the majority of motive power on the NSWGR, there was nearly always a locomotive on hand for shunting at the larger locations. By today's standards this may seem a sweeping statement but in the 50s and 60s it was the norm. These larger locations I mention were of two types.

Firstly, the larger intermediate stations on the main line, for example Coffs Harbour and Wauchope on the north, and secondly, the smaller junctions such as Cowra, Temora, Narrandera and so on, all had considerable shunting needs. The junction stations more often than not had locomotive depots of their own in the steam era and had no difficulty in obtaining a shunting unit. However, with the passing of steam and the arrival of the diesel electric, the out depots began to lose their allotments of locomotives. The greater availability of the new diesel and the need to keep it running around the clock to ensure its economical operation meant that only the larger depots, say Junee, Cootamundra etc., remained operational. Further, as the last Z19 and C30s were withdrawn, the workshops would lose their shunting motive power.

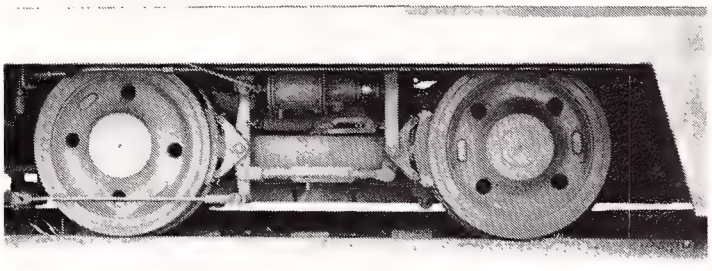
A need therefore existed for a small shunting unit that could handle the requirements at the smaller junction marshalling yards, larger intermediate stops and the workshop needs. To resolve this need, the X100 and later X200 class was designed and built entirely in the system's own workshops from the early 1960s.

Victoria had had rail tractors, the RT class, for shunting duties since 1952. These were really well-defined for they were merely Fordson tractors mounted on 4 wheel underframes. The motive power was a mere 40 to 50hp. The NSWGR envisaged something grander both in appearance and power and so was derived the 80 class; yes, the 80 class which we now know as X101 and X102.

The design of the 80 class was such that they looked like small locomotives; this is clearly evident from the photos and plan. They were also more powerful than the Victorian RTs, the motive power being a 93hp Bedford. However, they retained the chain drive used in Victoria. This chain drive, from the Allison Transmission/Borg Warner reduction unit to each of the two axles, was the Achille's Heel of the X100s and, together with the small engine, resulted in only two being built. I see the X100 and X200 story in a similar vein to 7201/73 class development.

The lines of the units are quite pleasing, albeit the overhang of the body on the short wheel base detracts a little from the overall appearance. The "long" hood houses the engine with the truck style air filter and exhaust pipe protruding vertically. The short hood is occupied by the fuel tank and air reservoirs. Twin airhorns shelter under each cab roof overhang. Standard freight-type buffers and auto couplers make up the draw gear.

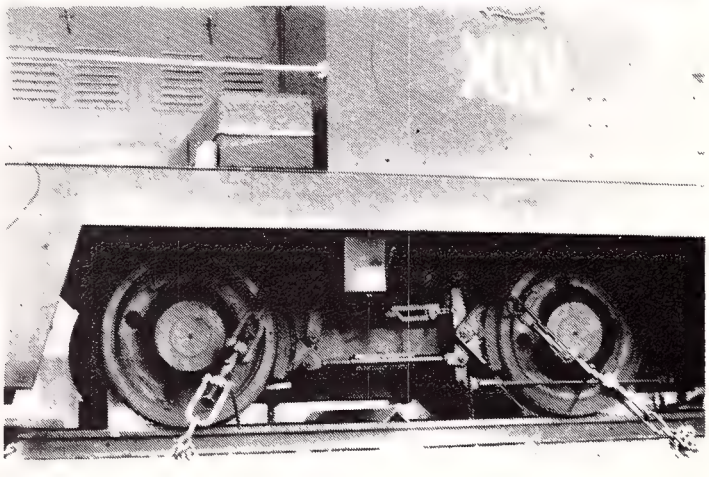
These two photographs show the differences of each end of the tractor.



Above: *Wheel and brake detail.*

Above Right: *Number and builders plate detail.*

Right: *Details of the mountings on the well wagon.*



X100 Class Diesel Rail Tractor
Class Nos. 101-102

Builder — Department of Railways, New South Wales,
Water Supply Workshops, Chullora

First Unit in Service — 21 May 1962

Performance	
Continuous Tractive Effort	3800 lb at 5mph
Maximum Speed	15mph
General Design	
Engine Model	Bedford 300 series BIB
Engine Type	Naturally aspirated 4 stroke
No of Cylinders	6
HP of Engine	93
HP available for Traction	51
Transmission Type	Allison CRT 3331-3
Final Drive Type	Borg Warner M12 worm drive reduction unit with chain drive to two axles
Number of Final Drives	1
Axle Load	8.8 tons
Total Weight	17 tons 14 cwt
Wheel Arrangement	B
Wheel Diameter	34"
Wheelbase	6'6"
Length over Headstocks	19'0"
Length over Coupling Faces	22'4½"
Height (max.)	11'0 5/16"
Width (max.)	9'0 5/16"

When built at Chullora by the Plant & Equipment Section of the Water Supply Workshops, they were numbered 8001 and 8002 as shown in the photograph. However, they were issued to traffic as X101 and X102. The fact that they were not intended to be operated as locomotives with full crew etc. and a need to identify this, dictated the new classification.

The two locomotives have shared a variety of colour schemes. Originally both were painted with yellow cabs and bright red bodywork. Below the footplate they were black with yellow pilot and black strips on the yellow pilot. Two small yellow bars were under each headlight. On the cabside was the builder's plate and the numbers. This colour scheme prevailed until 1969 when, after overhaul, they were outshopped in Indian Red as per all diesel locomotives. X102 was painted yellow all over in 1977 prior to being assigned as the Shunter's Training School locomotive, although X101 is consigned to this work at the present time (April 1984). X101 is currently Indian Red, with silver roof, red pilot and black undergear and, naturally, safety yellow buffers.

In service they have virtually been exclusively allocated to Wauchope and Coffs Harbour. X102 was taken out of service in 1975 and set aside pending an engine change in 1977 when it was assigned to Petersham and the Training School.

Continued on page 30.

Unless otherwise mentioned, all photographs were taken by Bob Gallagher at Wauchope in January 1979.

RAILCARS – Part A

by Phil Curnow

Railcars can introduce some workings to your layout. If equipped with a driver's cab at both ends or if run in pairs, they can work into your hidden sidings and return as another train without the need to turn a loco and baggage car during your operating session. After a while every run looks the same unless you jazz things up a little. Some examples follow.

(a) We usually think of railcars with identical trailers but this is not always the case. On the SAR's narrow gauge Wilmington line, the Brill railcar hauled some coaches painted green and yellow to match the 75 class car. At Port Lincoln the 75 class hauled some small bogie vans which were originally built for the withdrawn Fageol railcars (which had been converted from road buses). On the Peterborough lines the 75s regularly hauled a red brakevan. Whereas the 75 towered over its coaches, the NSWR's Cronulla line had converted coaches that towered over the CPH railcars. The VR's DERM railmotors often hauled C class bogie brakevans that were built around the time when Dr Diesel was still in short pants.

(b) On the SAR's Strathalbyn-Milang line in the years prior to its closure there was no goods service but instead the Brill hauled a couple of goods vans over the lightly graded line. A colour photo is included in the book 'South Coast Limited'. Being the only train on the line at the time (what used to be the 'one engine in steam' principle) the railcar ran a community service. It often stopped at road crossings to set down passengers or hand out a parcel or some mail. These were not noted in the schedule but suited the local farmers. Provided the railcar returned to Strathalbyn in time for the connection with the Adelaide bound passenger, the stops were optional. After the mainliner had departed, the railcar was used to shunt goods wagons around the yard as required. I've watched it easily move four flats loaded with bagged wheat on fairly level yard tracks.

(c) Commonwealth Railways scheduled their Budd railcars to haul vans. At peak times there could be two VDB class steel vans in either silver, white or passenger maroon with white trim colour schemes.

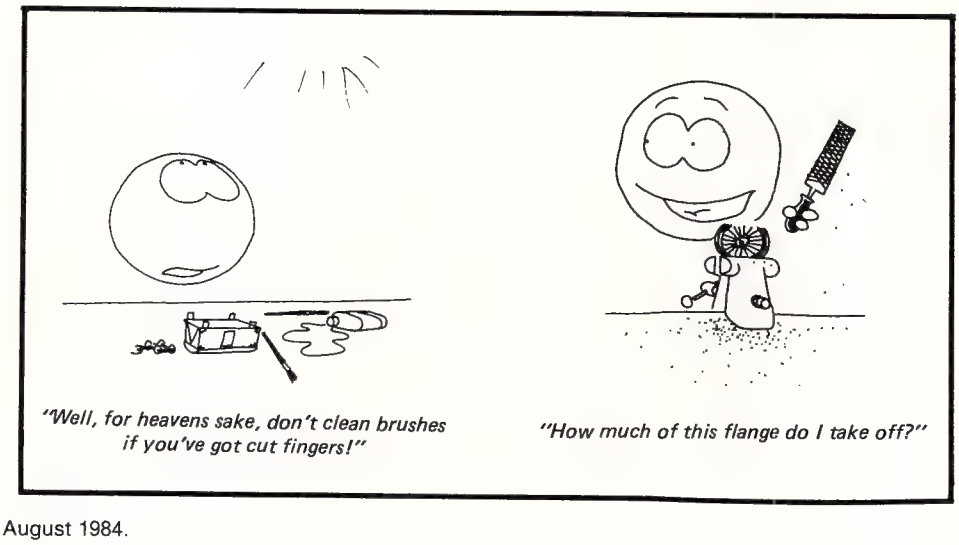
(d) VR's DERMs hauled brakevans as noted but at Echuca a lightweight coach number 4BPL was available if the passenger loading increased. Interesting point to note is that the coach didn't have a guard's compartment. (Newsrail Sep. 1982)

(e) If you've built two power cars but haven't powered the second here's a clue. When introducing the airconditioned Blue Bird cars in 1954/55 the SAR had problems and delays. Class leader number 250 was issued on 5/10/55 and 251 and 252 soon followed. Car 252 ran as an unpowered trailer for some time until new torque converters were available.

(f) Built a railcar but can't get the cowcatcher to look right? Here's your salvation. On the Port Lincoln lines car 105 had a level crossing smash and made a mess of its cowcatcher. For several weeks it ran with a catcher off a T class steamer until one more suitable could be made and fitted. ▪

Paul Brooks was trackside many years ago when Budd CB2 and a white parcels van were approaching Port Augusta.

In May 1964 Brill 55 was hauling an OBF and a DA van on the Strathalbyn-Milang line. Photo by late David Worth.



"Well, for heavens sake, don't clean brushes if you've got cut fingers!"

"How much of this flange do I take off?"

WEATHERING DIESELS

by Allan Brown

I am one of the old school who believes that a model locomotive doesn't look correct unless it is prototypically weathered. This is particularly so with diesels. Granted, they are clean when they emerge from the paint shops but a few days in active service soon changes that.

The degree of weathering is directly attributed to the area of the State in which the loco is working. For instance, out west they appear more dusty than anything, simply because of the dry, dusty region. Locos found hauling coal trains throughout the eastern coal belt develop a sooty black look from the coal dust. In each case these 'basic' colours are further varied by way of oil spills, loco exhaust fumes, rain streaks and the like.

For those modellers who do not have the facilities and/or time to go train chasing and photographing, I would suggest that the best sources of photographic reference are the many coloured calendars produced by the various associations. It is essential to get a good colour shot of one (or more) of the class of loco you propose to weather. It cannot be done succesfully from memory.

I would further suggest that, for your first attempt at weathering, select a loco that is relatively cheap. I started with one of my mates' (ex)! On my first attempt I weathered it too much. I bought a new body and started again. There is one serious lesson to be learnt from weathering and that is that it is very easy to over-weather. Once this happens you have to start all over again. So the cardinal rule is PROCEED SLOWLY.

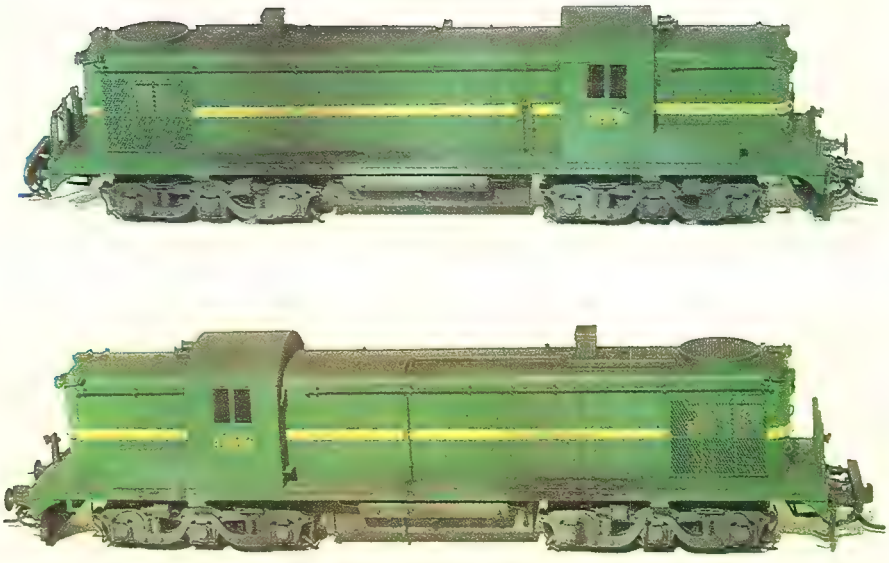
Brass models are, in my opinion, a lot safer to work on. Being impervious to all paint strippers, if you mess them up you simply soak them in thinners overnight and start the whole process over again. Not so with plastics, although brake fluid usually removes the paint without harming the plastic.

For the purpose of this exercise I am weathering one of the brass 40 class models. I have previously painted this model using Dulon Acrylic Lacquers. I believe the green I used was Light Brunswick. The model was painted and numbered as 'fresh out of shops'.

All of my painting is done by air brush, either the Badger 200 or the Binks Wren. Air pressure for lacquer spraying is 35-40 psi, derived from a 3½ cu. ft. Markwell compressor system. In the area of weathering, I tend to favour Floquil's range of paints. They are compatible with the lacquer. Floquil works on less pressure, around 20 psi.

The Floquil colours I most prefer are RR81 Earth, R86 Grime, R9 Primer, R13 Grimy Black and R10 Engine Black. All are thinned 50/50. So, let's get started.

My photographic reference was the photo of green 4010 in the February 1982 issue of AMRM. It will be noted that the running gear/bogies and up the side of the loco is a dusty colour. I have no idea why, other than perhaps they throw a lot of sand out. To represent this I used, firstly the Earth, then the Grime. Working on the assumption that the weathering was drawn upwards from the track, and would subsequently be under the running board, I sat the loco on a short length of spare track then elevated the whole thing on a piece of 3" x 2" timber. The purpose of this was to



Note the variation in weathering on each side of the model. Photographs of the 40 class model by Graham Ball.

Heavily weathered green 4010 at the head of a goods on Denistone Bank. B. Clark photo from the Noel Thorpe collection.

These two photos show the weathering application used to convey the duration of service life in a model. Above is a Mansfield 442 class lightly weathered to represent a loco not long out of shops. Below the Mansfield 45 class has been heavily weathered to represent a lengthy period of Western working. Both models were prepared and painted in the same same way as the forty class. Scalecoat tuscan red was used for the final coat. Photographs by Allan Brown.

allow me to spray a light misting of Earth at an upward angle of around 45 degrees. I commenced the spray at one end, over the first bogie, then the fuel tank, then over the second bogies. I did not like the idea of the sides being as dirty as in the photo so I kept the gun tucked under the running board. I then turned the loco around and weathered the other side.

Next (and working horizontally at about running board level) I mist sprayed the running gear and fuel tank Grime. I carried this colour ever so gently up the sides of the loco hoods and cab — not too far up though. Similarly, I sprayed both buffer beams, etc.

The exhaust stack on the long hood cries out for plenty of soot around it. Engine Black goes best here. However, the starkness of such a concentrated black has to be softened as it proceeds along the top of the loco. A mist spray of Grimy Black, thinning out the further away it gets, should cut this back. Let's not forget that these locos often ran in unison with steam, so a lot of the roof grime is actually coal soot.

Referring to the photo, you will note what appears to be a wet running board. Actually this is oil, thrown out from the diesel engine and seeping through the door on the long hood (I think). Using a small brush, I placed two or three small dobs of Engine Black on the running board then spread it out haphazardly with the same brush soaked in the Floquil thinners.

The oil down the side of the running board was again Engine Black, dry brushed on. To dry brush you simply get a flat brush of, say, ¼" width and only just dip it in the paint, then wipe most of the paint off the brush onto a rag. Hopefully there should be just enough paint left on the brush to allow one or two streaks on the model. Repeat the dry brushing until things look right.

At this stage we should have three basic but quite separate colours — dirty black on the roof, a reasonably clean green on the sides and ends, and a fawny grey for the running gear. The whole thing has to be blended together.

Blending is achieved by highlighting, and highlighting is achieved by using a light colour — usually white. I have gone wrong before at this stage using white so I prefer to use the less severe light grey Primer. Holding the gun about 12"-18" off the model, and at about a 45 degree angle downwards, I VERY LIGHTLY mist spray the Primer, turning the model as I do so. And that ends the basics. I left the model to dry thoroughly.

Many modellers weather by brush. I must admit having tried it, but for me it doesn't work. It doesn't mean, though, that models weathered that way are no good. On the contrary, I have seen quite a few prize winners so treated.

Throughout the above, I have tried to put a method in writing. Perhaps, to some, it might seem totally confusing. What actually comes out of it is the basic rule of always keeping colours light and neutral and their application slow and thin. Don't expect to get it right every time — it just doesn't happen. I mess up about one in every five, usually by being in too much of a hurry and subsequently over-weathering. I have an almost white 36 to prove it!

Lastly, and most importantly, collect as many coloured photos as you can. They are going to be your guide from now on. ▪

The St. Paul — Mount Michael Railway

Continued from page 14.

ing, i.e. street, building and billboard lighting. Because there are a considerable number of lights, a separate lighting transformer with five lighting circuits is used. St. Paul and Mount Michael each have two circuits (one for building lights and the other for street, station and goods yard lights), while the remainder of the layout has a single lighting circuit. About 90% of all major buildings are illuminated; the goods sidings and turntable are floodlit, station platforms have lights, as do industrial sidings. Along the streets there are old style lamps or overhead lights. It is therefore possible to operate night time sequences using only the lights on the layout.

To conclude, the entire model railway has been set in the late 1950s to early 1960s. This period is of particular interest as it allows for steam and diesel motive power, with steam engines still predominant. In the final part of this article, I would like to discuss aspects of the operation of the St. Paul — Mount Michael Railway.

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'Model Railway Constructor', published by Ian Allen (various issues).
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Previous Issue

Part 1 of this article was published in the June 1984 issue of the Australian MODEL RAILWAY Magazine

Notes on Scale Railway Modelling

Continued from page 15.

able trackholding characteristics even though the nominal standard dimensioning is checked to be within tolerances. Wedge-type flanges will derail on minimum radius curves far more readily than those with rounded contour.

— Unstable running will be likely to result from the introduction of wheels narrower than 2.7mm to NMRA HO tracks. This is because the wheel width must be at least twice the value of the maximum flangeway, which is found at the nose of a crossing. Most 'wide' wheels such as RP25 are already on the lower limit in this respect.

— While pointed-end axles running in coned bearings are the most friction-free form of installation of wheelsets, the weight of the vehicle tends to 'spread' the bearings and in some cases this can result in one end of the axle running higher in the vehicle than the other. This gives an effective twist to the wheelbase and can lead to derailment although the vehicle and track are checked to be correctly gauged.

These are only a few of the possibilities for unsatisfactory running contained within the present model products. The standardisation suggestions in the October article, excellent though they were, will go no more than part way to ameliorating the present situation. "Which Way Now?" in fact deliberately confines itself to a continuation of the present scene with its witches' brew of scales, dimensions and component incompatibility, while dismissing exact-scale modelling as 'impractical'.

This article tries to show that there is a way of avoiding the problems altogether; we live in a land where there is freedom of choice. ▪

Phil Curnow, the author of 'Which Way Now' replies . . .

I have no doubt that the true scale 4mm/ft of Protofour is excellent and practical because I saw it on Keith Norgrove's layout prior to his return to Africa. To adopt it as 'Proto 3.5' and make it the Australian standard is impractical in my opinion.

For a modeller with the time, the exact scale approach is worthwhile. The point to remember is that an Australian HO modeller who wishes to change to exact 3.5 will need to obtain wheels, axles, track jigs etc. that are not commercially available. To use available P4 parts he will need to make a compromise when he rewheels his locos and bogie vehicles and compensates the chassis of his four wheelers, whilst his track will be nearer exact broad gauge.

The intent of my article was to aim the manufacturers of Australian prototypes in the same general direction so that ready made and kit built vehicles could be run together without major rebuilding. In his closing comments, Malcolm implies that we could adopt an exact scale for Australia to avoid the witches' brew we now have. Earlier he mentioned a commercial attempt to produce exact track that was none too exact and also mentioned briefly some of the dissention between the exact scale modellers in Britain. These problems, plus the relative sizes of the toy and hobby markets, makes me very wary of recommending exact scale as THE Australian standard.

Exact scale as a personal project is practical but for a standard with application to the ready-to-run 'toy' market I still think it impractical. ▪

Rail Tractors of N.S.W. X100 Class.

Continued from page 27.

The success of the X100 class was limited directly to their size, horse power and chain drive. Accordingly, only two were built before the larger X200 class were designed. Eighteen months passed from the time X101 entered service until X201 appeared in December 1963. ▪

NOTE: There is strong evidence that the two X100 class rail tractors were never officially known as the '80' class. While the story around the use of the numbering makes interesting reading it is best left that it happened because of a communication breakdown. It is known that the tractors only carried the '80' class numerals for a few days before being correctly numbered.

The **X200** *class will be covered — in colour — in a future issue. — Editor.*

WAGON COUNTDOWN
Australian National

ANR wagons that have escaped* the R.O.A. four letter recoding/reclassification of 1979/1980 include:-

Van MG 3
Flat FBX 1
Flat FB 8527

* Spotted in S.A. during 1983/84

Pete Smith.

The DL531 in AUSTRALIA

Continuing the story of the Goodwin Alco DL531 locomotive. Part One, to be found in the February 1984 issue covered the NSW 48 class. This issue we cover the 830 class 'Mustard Pots' in South Australia and Tasmania.

830 CLASS COMPARISON NOTES

The former South Australian Railways (now part of Australian National) took delivery of their first DL531 in December 1959, three months after the delivery of the first DL531 (48 class) locomotive in New South Wales. The South Australian locos were classified as the 830 class, the class eventually comprising 45 locos numbered 830 to 874. Although built over a ten year period and operating on three gauges, the 830 class are fairly uniform in body detail when compared to the variation in the NSW locos. Only the last batch of locos (847-849, 868-870) show minor variations. These were the deletion of the downward projecting box on the underframe beneath the cab on the driver's (left hand) side and the location of the small reservoir behind the cab on the observer's side on the footplate, rather than on a raised box. Blade-type aerials for train radios are fitted to most (if not all) standard gauge locos, and all Tasmanian locos, but not the broad gauge or Port Lincoln engines. These aerials are mounted on the rear of the cab roof on the standard gauge locos, but on the short hood roof on Tasmanian engines. These also have smaller exhaust stacks and wheel flange lubricators fitted. There have been other variations over time, these being featured in AMRM Issue No. 100.

The main differences between the 48 and 830 classes are:

1. The 830 has no diaphragm plate on the headstocks.
2. The arrangement of handrails on the 'A' and 'B' ends differs and the 48 class have two horizontal handrails between the cab door and steps on the observer's side. One horizontal rail was fitted to 847, 848 and 849 while they were on hire to the NSW railways.
3. The 48 class have dual multiple unit sockets mounted at a lower height than the single socket on the 830. The 48 also has the air brake pipes duplicated on both sides of the coupler. One extra air pipe was fitted to 847-849 when in use in NSW.
4. All 830s have a pair of twin horns, but these are mounted further apart across the cab roof than on the 48. The 830 is fitted with a Fletner vent on the short hood, but this is flush mounted on the roof, not on a projecting stalk as on the 48.
5. The 830 has the early style fuel tank with air reservoirs on both sides.
6. The short hood detail on the observer's side on the 830 is as shown on the diagram for 4831-45 and the observer's side underframe is as for the diagram for 4801-8 (AMRM Issue No. 124, p.34). The driver's side underframe on all but 847-849 and 868-870 has the staff exchange box projection but this recess is fitted with a cover and houses control equipment.
7. All 830s have screened air filters of both flush and box mounted styles, however none are fitted with louvred filters.
8. The 830s have an open box under the footplate adjacent to the B end steps on the driver's side. This is used to house rerailing equipment. The 830s also have small cast plates signifying 'A end' and 'B end' on the footplate edge on both sides of the loco. The 'A' end is the short hood end.

Michael Dix.

'MUSTARD POTS' in South Australia

by Phil Curnow

For most of their careers on the SAR, the 830 class carried a fairly standard traffic yellow colour scheme, hence their nickname. There were minor variations in the actual colour, depending probably on who mixed the paint, and some weathered more toward a brownish ochre colour. The roof was brown, except for the fan grilles and stack which were both silver. The bogies were silver and the fuel tanks were black. The cab interior was the standard SAR apple green.

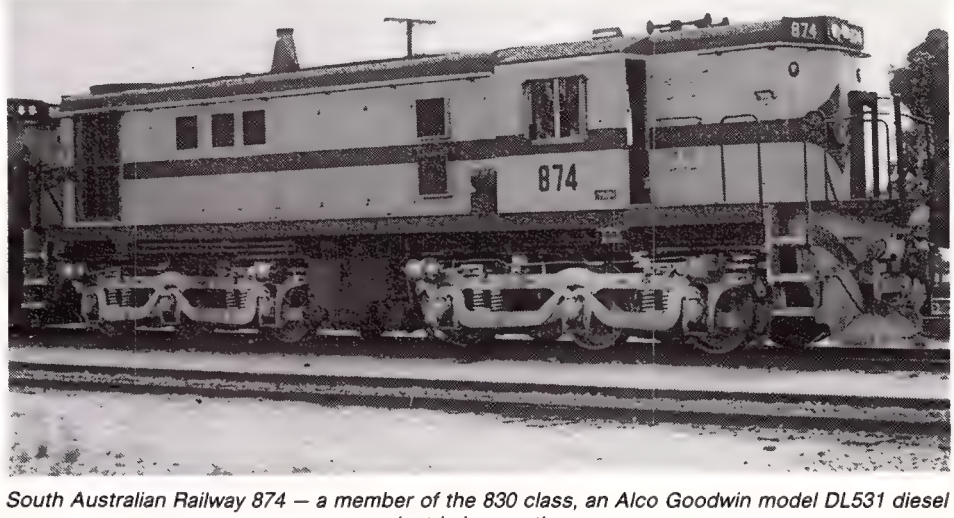
Broad gauge engines had a black vee on the pilot while Peterborough's narrow gaugers had a brown vee. 840 was based at Mile End but in 1968-69 it was at Peterborough during the period when the narrow gaugers were being overhauled and converted to standard gauge. When it returned to the broad gauge, it had a brown vee, as did ex n.g. 858.

Soon after the ANR assumed control of the country system in 1978, some colour variations began to appear. The piping shrike emblem was removed from all except the State Transport Authority's 830 and 845. In some instances, in its place a small boxed ANR logo was painted in yellow onto the brown waistband. A large black boxed ANR was added to the sides of the long hood. Several repaints appeared in a brilliant yellow which rapidly faded to a cream shade. In some instances the waistband was also deleted from either short or long hoods initially as the result of accident repairs but later after repaints. Introduction of these changes is never achieved overnight so almost all possible variations could be seen at Mile End.

The ANR painting programme was built around the old Commonwealth Railways' scheme of maroon and silver, although it is closer to Humbrol's German Purple. Eventually an 830 received the Comrail colour. However it hadn't been applied to a boxy hood shape of this size and, with two workshops wielding the spray gun, it should come as no surprise that they differed in layout. Compare the colour shots of Port Augusta's 859 and Peterborough's 863. The latter looks like an 830 with a wider waistband and a silver running board. The engine number is in the usual location on the cabside so it straddles the colour bands. In contrast 859's waistband does not curve upward on the ends but stays straight on the top. There is no vee on the pilot and the steps and bogies are black. A thin silver line is along the lower edge of the running board and the number is raised into the silver band. Eventually the bogies were repainted silver because wear patterns are more visible which then meant that 859 and 862 were similar, while 863 was different even to the style of ANR logo.

The ANR management decided to shuffle the class of engines around to achieve better usage on the three gauges and in Tasmania. To add a little spice, they changed the colours yet again with the introduction of Australian National and the green and yellow corporate image. The photos show the dark green body, grey roof, black tank and running board, while the bogies and steps plus the logo panel on the sides and the stripes and logo on the ends are all yellow. The engine number was in black on the yellow panel under the black logo but is now also in yellow on the cab side as well.

Mile End now often looks like the result of a



South Australian Railway 874 — a member of the 830 class, an Alco Goodwin model DL531 diesel electric locomotive.

1. *858 spent most of its career on the narrow gauge so when it was transferred to the broad gauge its brown vee on the pilot stood out among the blacks. It is shown at Mile End on 13/8/77. Gavin Hughes photo.*

2. *The first to receive the brighter yellow scheme was 842, shown as it looked on 14/11/78. The running board had not been repainted but the pilot vee certainly had been. The small ANR logo is partially seen behind the multiple unit stand. Gavin Hughes photo.*

5. *859 and 867 were delivered to Tasmania in August 1980, freshly repainted in bright yellow. The brown waist band was omitted from these two locos, and black ANR 'in boxes' lettering adorned the sides. The small, off-centred, yellow ANR emblem on the 'B' end is partly hidden behind the MU stand. Photographed at Launceston on 15 August 1980, before entering service. Michael Dix photo.*

6. *On 11/1/80 832 was running without the waistband on the long hood although the body colour was a return to the original shade instead of yellow. 833 had a similar colour layout although it had the brighter yellow. 839 lacked the whole waistband. Gavin Hughes photo.*

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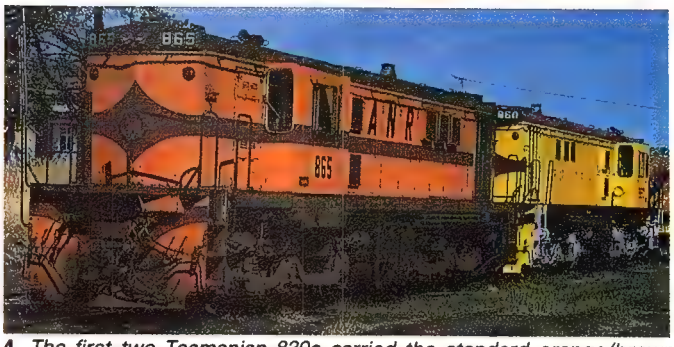
3. *836 is a broad gauge engine usually based at Tailem Bend for Mallee line workings. On 8/10/77 it rolled along on its way from the station to the diesel depot. The paintwork is still fairly clean, apart from a few marks on the bodies and dust on a spillage from the fuel tank. Gavin Hughes photo.*



4. *The first two Tasmanian 830s carried the standard orange/brown colour scheme, with the addition of large black ANR letters on the hood side. Because these two locos were somewhat alien to the Tasmanian system, they were unoffically christened 'Mork' and 'Mindy' by Launceston running staff, and the names were chalked on the footplate sides. 865, shown here in multiple with yellow 860 at Conara on 9 January 1981, had 'Mork' chalked in white on the black area beneath the cab. Michael Dix photo.*

7. *861 and 862 were brought to Islington in 1982 to work the standard gauge ballast trains. Both had silver bogies but, as this photo shows, by October 861 had yellow boots. They are shown pushing the empty hoppers towards the ballast dump. P.Curnow photo.*

8. *The shrike emblem mounting plate has been removed and most of 855 repainted before transfer to Tasmania, the major exception being the orange body colour which has faded to almost orange-pink. Note that all projections under frame level are painted silver (except fuel tank) with the equipment locker under the cab being neatly painted black and silver. Photographed, by Michael Dix, at Launceston loco on 18 May 1982, in company with railmotor DP29 in standard TGR red and cream livery.*

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Captions continued over page.

monkey gone mad with cans of paint. Around the depot you can find the combination of several different traffic yellows, with mostly silver bogies but the occasional yellow set. Green 842 and the red 862 add variety, as do the red or green 930s, post box red or green 500s, mustard or green 800s and, if that is not enough, just add a dash of German purple GM and the blue and yellow Victorian C class. More colourful than 'Blue Poles' perhaps!

Editors Note

In late 1983 830 & 845 were purchased by Australian National and the piping shrike emblems removed. A more detailed article is being prepared by Pete Smith to cover the wanderings of Australia's most travelled engines. ▪

Captions for Pages 32-33

Continued.

9. *Generally the bodies of the 830s were kept clean. This photo of 835 shows some dark markings around the footplate which would provide scope for weathering an 830. Photographed at Serviceton March 1983. A Graeme Pantlin photo from the Pete Smith collection.*

10. *When used in New South Wales, the 830s were treated the same as all NSWR locomotives, and became very grubby. This photo of 849 at Gosford is a good illustration. Note the No.2 end 'Reverse Livery' 4488 behind 849. Photographed by Graham Ball September 18, 1982.*

11. *859 was the first to receive the red and silver scheme and was at Port Pirie on 3/11/79. Gavin Hughes photo.*

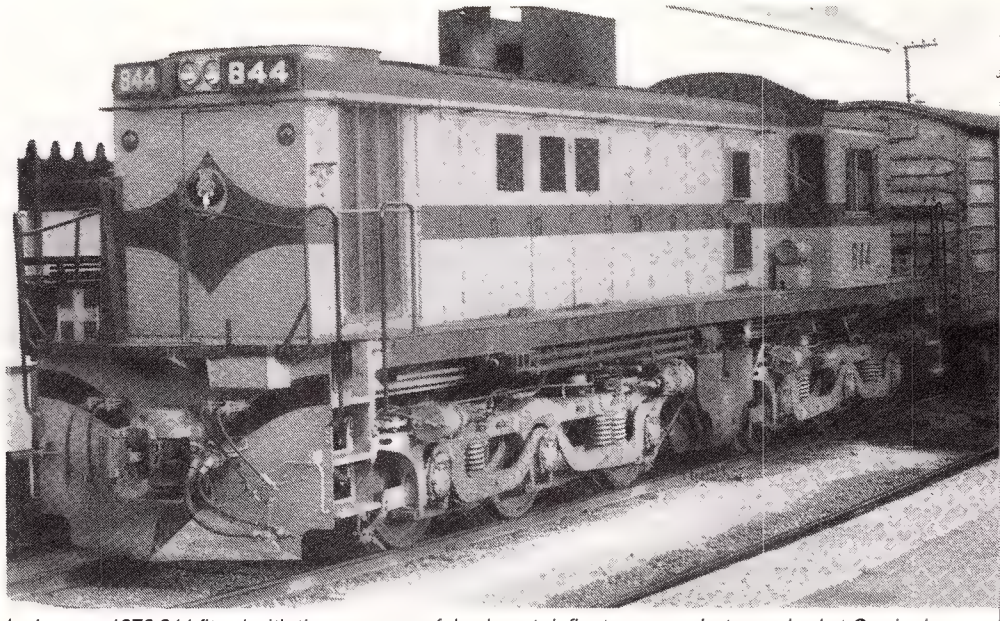
12. *863 was painted by Peterborough Workshops and was at Port Pirie on 7/10/79. The comparison with Port Augusta Workshops' 859 reveals the changes mentioned in the notes. Gavin Hughes photo.*

13. *842 was the first broad gauger to be greened and stay at Mile End. It is shown at Boliver sidings on 21/8/82. P.Curnow photo.*

14. *855 was painted AN green in Launceston. Note the omission of the road number from the yellow panel on the long hood and the silver frame, bogies and fuel tank. a flange lubricator box is fitted above the centre axle on the 'B' end bogie. Photographed at Launceston, 26 January 1983 by Michael Dix. The short exhaust stack fitted to this and other Tasmanian 830s was removed from at least 855 and 861 in May 1984, in an attempt to minimise cab fumes in the North-east Line tunnel.*

15. *856 was also repainted in Launceston but differs from 855 in a number of details. The steps and handrails have been painted yellow, the frame and fuel tank are black, and the road number is painted on both the yellow panel and cab side. The bogies were not repainted and remain a dirty silver colour. Photographed by Michael Dix at Launceston, 22 August 1983.*

16. *Islington-painted 864 differs from 856 mainly in the bogie colour. The MU stand and front footplate projection are green, compared to yellow and black on 856. Note also the small section of grey above the cab front window, omitted from 855 and 856. The open hood door shows the green interior colour used on 830s, while the fitter makes adjustments to the equipment in the locker under the cab. Photographed by Michael Dix in Launceston, October 14, 1983.*



In January 1976 844 fitted with the unsuccessful exhaust deflectors was photographed at Gawler by Steve McNicol. More details of the variations in the 830 class can be found in A.M.R.M. Issue No. 100 (January/February 1980).

The 830 Class in TASMANIA

by Michael Dix

Following an agreement between the Tasmanian and Federal Governments in May 1975, the former Tasmanian Government Railways system became part of the Australian National Railways Commission, with ANR taking effective control on 1 March 1978. Initially this takeover had little effect on locomotive and rollingstock operations but this situation changed in January 1980 when the first batch of ex-Mainland rollingstock arrived. Since then, some rollingstock from the former South Australian Railways and the abandoned narrow gauge Commonwealth Railways has been transferred to Tasmania to replace or supplement existing stock. Included in this stock have been fourteen 830 class (DL531) locomotives (as at March, 1984).

The 830s transferred to Tasmania required only minor modification, apart from conversion to 1067mm gauge and changing of couplers where necessary. Other modifications involved the reduction in height of the exhaust stack to bring the units within the Tasmanian loading gauge, and the fitting of radio aerials. All Tasmanian 830s have been fitted with wheel flange lubricators. These lubricators comprise a small box located on the bogie frame adjacent to the central axle box on one side only of each bogie (arranged so as to be on the right hand side of the leading bogie).

Locomotives 858, 865

The first two 830s to be transferred to Tasmania were painted in the standard South Australian 830 class colour scheme but the paintwork was in a fairly dirty condition (a colour picture of 858 in 'as repainted' condition appeared in AMRM Issue 100 and shows this colour scheme well). Both locos still had the 'shrike' emblem mounting circle on the 'A' end (short hood) nose, while 858 was (and still is) fitted with broad gauge route indicators. A large ANR was painted in black on the long hood of both units, these being the only Tasmanian 830s to be so treated. To facilitate reassembly on arrival in Tasmania, certain parts which had been removed (notably bogies and pilots) were labelled in paint (e.g. 865 'A' end); some of these markings still survive on 858.

Both locos entered service on 3 April 1980, with the first revenue run on 8 April. 865 has since been repainted in the AN corporate colour scheme but 858 is still running in the original colours, although now looking very scruffy, especially around the 'A' end nose where large patches of white undercoat are visible. This loco was noted without the revolving vent on the short hood in early 1983.

Locomotives 859, 867

These two locos arrived in Tasmania in August 1980 but differed from the first two arrivals in that both had been repainted prior to shipment. The basic body colour had been changed from orange to a bright yellow colour, but with the brown colour retained for the roof and waist band. The waist band was not continuous around the loco as on the standard orange/brown scheme, but was confined to part of the short hood, a small section of the long hood and the hood ends. The chevron on the headstock was in black rather than brown. The frame, handrails, footplate and fuel tank were painted black, while the bogies and steps were silver. A black ANR 'in boxes' symbol was painted on the long hood, while a smaller version (in yellow) was applied in the centre of the brown diamond shape on the 'A' end, with an even smaller symbol applied off-centre (towards the top) on the brown diamond on the 'B' (long hood) end. Headlight surrounds were brown and coupler lift bars were yellow with silver ends. The only paint scheme difference between these two locos was in the colour of the small auxiliary reservoir mounted on the footplate behind the cab. This was yellow on 859 and black on 867.

867 has retained its colour well since arrival but parts of 859 have faded badly and large patches of brown undercoat are visible on the 'A' end nose. The removable long hood body section and the front and rear headstocks are a considerably brighter yellow than the remainder of the body. The paintwork on the right hand front of the cab of 859 was patched

Partly cleaned orange 858 and yellow 859 at Conara, 26 January 1983. Note the ANR lettering on the side of 858, the patchy paintwork and lack of rotating vent on the 'A' end nose and holders for route indicators on the footplate. A small, off-centre ANR 'in boxes' logo is visible on the 'B' end of 859. Michael Dix photo.

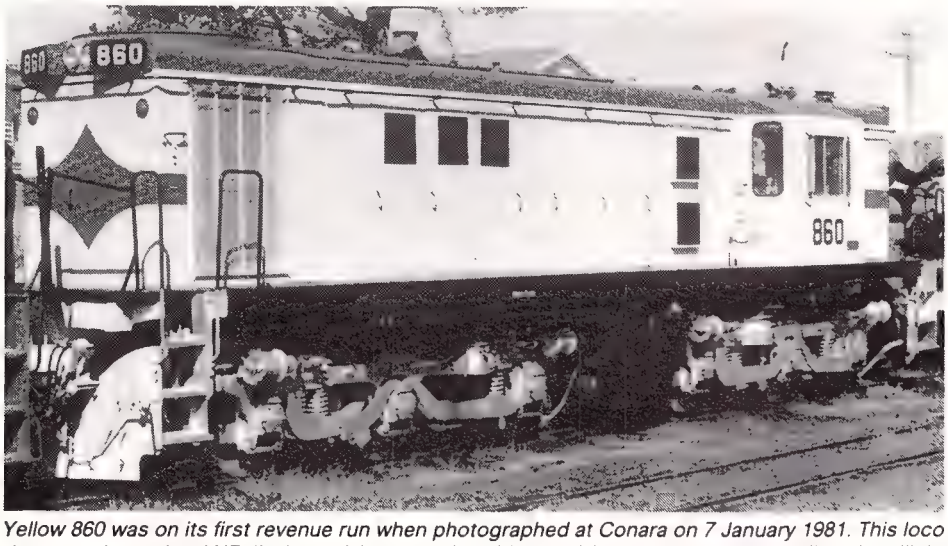
up following re-railing damage sustained in April 1981 and the small area of brown above the cab door was repainted yellow at this time.

Locomotive 860

This loco arrived in December 1980 and had also been repainted in the yellow/brown colour scheme. However, this loco differed from 859 and 867 in that the ANR 'in boxes' symbols were omitted completely from the long hood and ends and the headlight surrounds were silver. The auxiliary reservoir was yellow. All three locos which had been repainted yellow had had the 'shrike' plate mounting removed from the 'A' end nose prior to repainting.

The adoption of the yellow colour scheme in lieu of orange appeared to represent a change in policy by ANR towards a new colour scheme, distinct from the old South Australian colours. The adoption of the AN corporate image in December 1980 saw a further change in colour scheme and logo, possibly explaining the omission of the ANR 'in boxes' symbol from 860 when repainted around that time.

The paintwork on 860 remains in a much better condition than 859. 860 was fitted with yellow bogies (ex 854) during the latter part of 1982. Bogie colours have varied widely over time on different locomotives, with various combinations of yellow and silver having been noted.



Yellow 860 was on its first revenue run when photographed at Conara on 7 January 1981. This loco does not have the ANR 'in boxes' logo on the sides and hood ends and has silver headlight surrounds. Michael Dix photo.

Orange 857 at Launceston, 23 July 1981. Of note on this loco is the hand-painted number on the pilot in front of the step and the repainted area on the pilot (where the stripe has been painted out). Michael Dix photo.

Locomotives 855, 856, 857, 866

Following the brief use of the yellow colour scheme, the next four 830s arrived in the standard orange and brown colours. The four locos arrived in two groups: 855 and 866 around March 1981 and 856 and 857 in June 1981. Locos 856 and 857 were painted in a flat orange colour with silver bogies, frame, steps and fuel tanks. The footplates and handrails were black. Both locos still had the 'shrike' emblem mounting on the 'A' end nose. The radiator grilles on the long hood were silver. Both locos had at some stage received some damage to the headstocks ('A' end on 857, 'B' end on 856), these areas being painted in a brown primer colour. The colour of these two locos was quite distinct from the other orange 830s.

Locomotive 866 was painted a very bright orange with silver underframe, steps and bogies but the fuel tank appears to have been black. The radiator fan surround on the roof was silver. This locomotive has since been repainted green, but at the time of writing had not been reassembled after overhaul.

By contrast, the body colour of 855 was faded almost to a pink colour. Repainting of this loco had obviously been started, as the 'shrike' emblem mounting had been removed from the 'A' end nose and the brown areas (roof, waist band, headstock vee) and the handrails had been repainted. The underframe, steps and bogies were silver.

Locomotives 840, 846, 853, 854

The Australian National corporate image and new colour scheme was introduced in December 1980 and the next four 830s transferred to Tasmania were repainted green and yellow prior to shipment. The four locos were transferred between November 1981 and

Yellow 859 at Conara, 7 April 1983, showing the colour scheme used on 859 and 867. Note the difference in colour on the long hood adjacent to the radiator, the patches of primer on the 'A' end nose, and the blade-type radio aerial on the short hood roof. Michael Dix photo.

Standard AN green 846 at Launceston, 6 December 1982. Note the route indicator holder above the front headstock and the clean yellow bogies. Michael Dix photo.

The 830s are transported to Tasmania on road bogies. AN green 853 is about to be transferred to rail bogies at Burnie on 12 March 1982. The pilots, part of the steps and exhaust stack have been removed to facilitate transport. Michael Dix photo.

855 was repainted AN green in Launceston. Note the omission of the road number from the yellow panel on the long hood and the silver frame, bogies and fuel tank. The flange lubricator box is located above the central axle on the 'B' end bogie. Launceston, January 1983. Michael Dix photo.

October 1982 and are virtually identical, the only difference of note being that 840 and 846 still have route indicator boxes fitted to the 'A' and 'B' ends. The yellow bogies rapidly became covered in road grime to the extent that close inspection is usually necessary to determine bogie colour. As mentioned previously, 854 lost its yellow bogies during 1982 and was fitted with dirty silver bogies. All locos have had the 'shrike' emblem mounting removed from the 'A' end nose.

Locomotive 864

This locomotive was transferred to Tasmania in October 1983, and marked a change in some aspects of the corporate paint scheme. The most noticeable change was the painting of all handrails yellow instead of black, the steps were all yellow rather than green and yellow, and the loco number was painted in yellow on the cab side. The yellow stripes on the headstocks are also in a slightly lower position than on some other green 830s, but each loco seems to vary slightly in this regard. 864 also has the multiple unit stands and edge of the footplate on the 'A' and 'B' ends painted green. These are black on all other green 830s, except 856 which has yellow m.u. stands.

REPAINTS

Locomotive 865

Mechanical problems kept this loco out of service for about six weeks in late 1981 and this opportunity was taken for a repaint to the green and yellow colour scheme. The 'shrike' emblem mounting was not removed from the 'A' end nose but otherwise this repaint closely followed the Islington paint scheme but with some detail difference. The underframe of 865 was painted silver (black on other locos), while the rear of the headstocks were also silver (green on other locos). The step frames were black and silver (compared to green) and the bogies and fuel tank were not repainted (see photo AMRM 119, p.47). The auxiliary reservoir on the footplate was painted black, rather than green.

Locomotive 855

A complete overhaul of 855 was undertaken in late 1982, with the unit re-entering service in January 1983. The loco was repainted in the green and yellow colour scheme but again with some differences to the Islington scheme. The most striking difference was that the frame, bogies and fuel tank were all repainted silver (rather than black or yellow), presenting a rather different appearance. The back of the headstocks are silver and the step frames black and silver (as on 865).

855 is notable in that the loco number was not painted on the yellow panel on the long hood, the only identification being the illuminated boxes on the hood ends. Previous repaints of X class locos and loco 865 had the loco number on the yellow panel but this was omitted on the ZA class repaints and 855.

The auxiliary reservoir was painted black and the small section of grey on the rear and front of the cab (continuing the roof line) was omitted completely. This loco was noted running without the rotating ventilator on the short hood roof in April 1983.

Locomotive 856

This loco was repainted in August 1983 and differed in detail from the two previous Launceston repaints and the standard Islington painted 830s. The most striking feature of this loco was the painting of all handrails on the ends and body in yellow (instead of black on all other locos) and the yellow-painted number on the cab side. The number was also painted on the yellow panel on the long hood. The frame, fuel tank and back of the headstocks were

Continued next page.

MAILBAG

Sir,

Many modellers, like myself, have been reading all about these lovely new brass locomotives being released. We eagerly turn to the advertising in AMRM hoping to find that our favourite loco has been released in nice clean, true-to-scale, EXPENSIVE, brass. We sit there staring, desiring, wanting that loco so much that we would commit some insanely criminal act to lay our hands on that cash.

After a while, sanity (and the wife's rolling pin) prevails. Ah well, I can always fit a scratchbuilt body onto a Mainline 0-6-0 chassis and it will be cheaper too! It might take a while, though. After all, I've got to put up the kitchen shelves, mow the lawn, paint the house, wash the cat and other bothersome chores that take up valuable modelling time.

I have raised two salient points:

1. The average modeller lacks time to build all the things he wants.

2. The average modeller lacks money.

Over a period of time, I have built up a collection of good-looking, scale NSW kits made of nice, cheap plastic. Why can't we have nice, cheap plastic locos? I know Lima, and soon Trax, have given us some at a reasonable price and we can always buy, say, an epoxy 421 class. I haven't the time to scratchbuild locos, so all I can do is watch all these brass locos come and go. Surely there must be one enterprising manufacturer who would be prepared to make a plastic loco, maybe a Z18 or a D57. Lima has proved the market with their C38, even though the loco wasn't an exact copy, but it satisfied a lot of people.

So, come on all you modellers who want cheap locos. Let's get together and show manufacturers what we want. If you are an overworked, underpaid, financially embarrassed person who wants locos he can afford, drop a line to me at the address below and, if enough response is gained. I'll start canvassing manufacturers. Who knows, for a 30c stamp, you may be able to buy a Z18, or a Y, or anything, at a cost far less than imported brass.

David Brown.
G.P.O. Box 186C,
Melbourne, 3000.

Sir,

I have come into the possession of several interior house doors of the louan type — i.e. cardboard, honeycomb interior covered with a thin timber veneer. I am considering using these doors as a baseboard for an N gauge layout and am wondering if any of your readers have already utilised this material and, if so, with what degree of satisfaction.

I consider these doors to be fairly strong and probably needing support only each 60cm or so. They should also have good noise insulation qualities. The installation of Peco motors under the point work should also be easy with a simple and quick knife cut to the thin timber veneer. The fact that the motor will then be contained within the door cavity (between the two veneers) should protect the motor from damage from underneath the baseboard.

It appears to me that the doors can be easily cut and added together to give baseboards of varying sizes, while their good strength, when combined with a reasonable underbase framework, should be of value in layouts that are continually on the move.

Modellers interested in obtaining some of these doors should check around the hardware shops for 'seconds' which I have seen as low in price as $4. While these doors will take a good deal of abuse in the home and even a considerable weight when on the flat, they are easily punctured by a sharp object and this frequently happens to those doors found reduced at builder's supplies.

Although I am confident of the suitability of these doors for a baseboard, I have not yet used one as such and would appreciate hearing from any modeller who has used them.

Gordon Tindall.
Wellington, 2820.

Sir,

With regards to Phil Curnow's article "A Four Wheeled Coal Hopper", the Lima chassis can be replaced with a Peco 9' wheelbase chassis kit (Cat. No. R-37, $2.75). It features sprung axle boxes (close enough to SMR axle boxes), sprung buffers and separate brake rigging. I hear cries of "It should be 10' wheelbase, not 9' wheelbase!". Not so. A 10' wheelbase chassis in HO scale is 35mm, whereas a 9' wheelbase chassis in OO scale is 36mm. The rest of the hopper is according to Phil's article.

I need information about 3801, especially from RTM members. When is 3801 due back from Newcastle and what is wrong with her? I have a poster of 3801 from the RTM showing the buffers removed with the buffer mounting holes covered with steel plates. I also noticed this when she was hauled to Newcastle. Is this permanent?

What was her longest trip on the North, North-West and Southern lines? Also, how long did she sport the black and red livery?

During a trip to Queensland I noticed a rail line from Tenterfield to Wallangarra on the Queensland border. Do any trains run on the line, passenger, mail, mixed or freight? Surely there must be some traffic on the line, for it would be more economical to send freight to Brisbane via Wallangarra than Brisbane via Broadmeadows.

Finally, to Mr Bob Cooke. Pardon the poor, misguided, suffering soul. He obviously intends to live in the past in his own little world. I model from 1978 onwards; the issue of 81 class in the 422 colour scheme to me is heresy. As Brian Dick wrote, "A model 81 class painted in anything but the correct colour scheme is an 81 class no longer". Bravo, Brian! Out with the tuscan red and chrome yellow, in with Candy Stripe! Brothers, let us stand up and be counted! Candy Stripe rules!

Tom Pall.
Kenthurst, 2154.

Sir,

Concerning your February 1984 issue, I would like to say that banking is carried out on the Unanderra-Moss Vale line, NSW, contrary to the editor's note on page 27.

On Saturday 28 April 1984, I witnessed loco 606 (AN) banking a goods train led by two 80 class locos (NSW). The 606 was detached at Summit Tank and returned down the mountain, as the two 80s continued to Moss Vale with the goods.

I hope this information is of some assistance.

Thank you for a great magazine.

Patrick Tuckerman.
Austinmer, 2514

Sir,

On the afternoon of 16th May, whilst returning from Sydney, I saw a V-Line van being fly shunted at Darling Harbour goods yard. Doesn't sound exciting, does it? But the van wore a new V-Line freight livery, or rather new logo.

The van in question (a VLPY, I think) had its livery on diagonally opposite sides of the van. This van was in the old VR red and the insignia consisted of a white 'V', a mid-to-dark green thick line dividing the 'V' and the 'Line' insignia. This was peculiar as I have not seen this livery in AMRM before, nor anywhere else either.

Thanks for AMRM and keep up the sterling work.

Scott Martin.
Balmain, 2041.

The new V/LINE livery has been mentioned in previous issues of AMRM — Editor.

Sir,

Since purchasing a copy of AMRM in 1979 and a compulsive reader of the magazine ever since I have marvelled at the quality and quantity of work produced by a small band of dedicated people.

The photo of one of those tireless workers in the April edition has prompted this letter to say thank you all for such a great magazine.

Would it be possible, from time to time, to include photos of others whose names so often appear.

Brian Daly.
Holland Park West, 4121.

Sir,

I would just like to say I bought a Sentinel model of the Z20 class. I think it was so easy to assemble and every part was neatly wrapped in its sectional order. I am proud to have it as it is very fine looking. The price surprised me at first because it was under the price I expected it to be.

I was hoping that a review or another photograph of the tank engine could be printed in your magazine to show readers how pleasing the model is.

David Griffin.
Birmingham Gardens, 2287.

Sir

Thank you for the exposure of, and your positive support of, our efforts in modelling the WAGR 3'6" gauge railways in Sn3½.

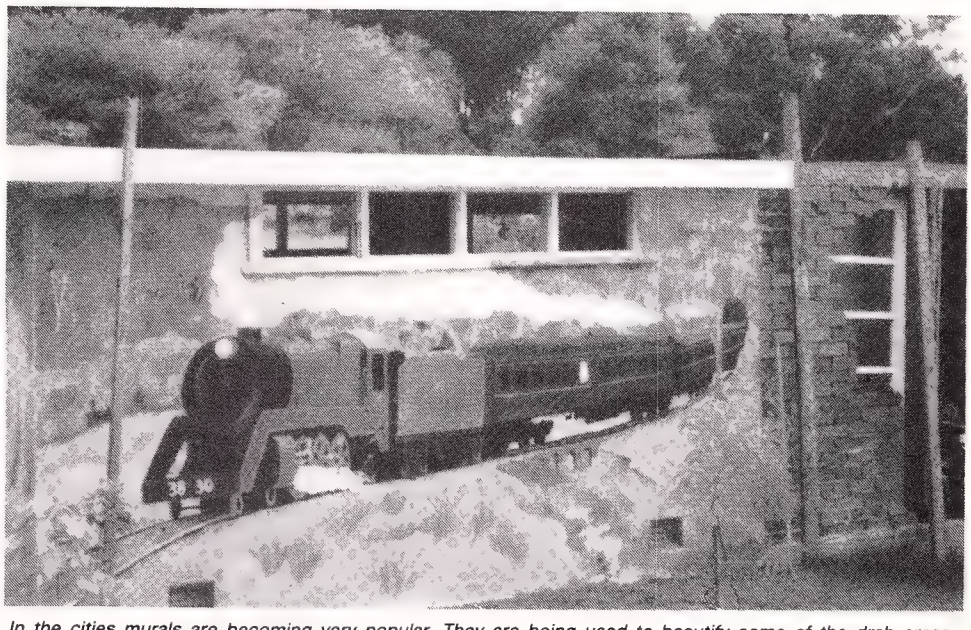
Thanks to you, I have had replies from several

The DL531 in Australia

Continued from page 36.

painted black instead of silver as on 865 and 855 but the bogies were not repainted and remain a dirty silver colour. The steps were painted all yellow (rather than green with yellow treads) and the auxiliary reservoir black. The small section of grey on the rear and front of the cab (continuing the roof line) was again omitted (as on 855). The shrike emblem mounting was removed from the 'A' end before repainting. ▪

Editors Note: The DL531 story will be concluded with details of the Silverton Tramway locomotives and updates of other units in a future issue.



In the cities murals are becoming very popular. They are being used to beautify some of the drab areas including the walls of railway viaducts. Rodney Paesler, an energetic fourteen year old, has painted a mural on a concrete wall in his back yard . The scene used by Rodney is the ever popular C38 and a couple of six wheelers.

modellers, a number from interstate, interested in Sn3½ and, coupled with the modellers who registered their interest due to the displaying of the 'Bindiup' layout at the recent Perth Exhibition, I currently have a list of around thirty modellers who are engaged in, or who would like to be engaged in, Sn3½ modelling.

In your reply to Geoff Brown, you listed some items of WAGR rollingstock and the issues of AMRM in which plans of them appeared. Added to that list can be the following: A class steam loco (SAR W class) in Issue No.73, F class diesel loco (SAR 800 class — not exactly the same, but very similar) in Issue No.88, (1st P class 4-4-0 (SAR Z class — identical except for bogie tenders) issue No.108 and the BD class cattle wagon in Issue No. 104.

I would certainly be interested in hearing from other modellers interested in modelling the WAGR (Westrail) in Sn3½ and having them fill in our survey form.

It is our hope to keep Sn3½ modelling before the Australian modelling fraternity by the publication, at regular intervals, of articles and photos, in your excellent magazine.

G.R. Watson.
4 Albemarle Way,
High Wycombe, 6057.

Sir,

I would like to add my own observation of NSW rollingstock to what has already been written by Bob Gallagher and others.

About four months ago I was over at Dandenong Yard looking for prototype info on ex SAR rollingstock and there were several NSW louvre vans in the yard. I was quite taken by the variety of colours in evidence. On one day: GLX 31503 — PTC blue; NLGX 31542 — black (badly faded); NLGX 31430 — PTC blue (faded to almost the same colour).

On another occasion there was a red NLCX and a silver TLX. This last I was unable to photograph because of the proximity of other wagons and the fence. It was, however, parked on the siding at the rear of Dandy Smallgoods and did have the board on the side, Australian Tinplate.

For any modellers looking for prototype wagons, Dandenong is a good source as the wagons are usually easily accessible as long as you don't make a nut of yourself and get in the road of the men working.

Hope this adds to the information of benefit to my fellow modellers.

R.K. Richardson.
Frankston, 3199.

We once again remind readers that it is an offence to be on railway property. — Editor.

Sir,

I have one small problem fellow modellers may be able to help me with. Several months ago I kitbashed an AR kit NSW GLX louvre van into a PHV Power Car that can often be seen on the Southern Aurora or Intercapital Daylight. To date, I have finished all the body work on it but the only thing that stops me from finishing it is the bogies.

The type of bogies I require are modified 2BJ but, to my knowledge, I know of no-one that manufactures them. So I thought that perhaps some reader might know how I can manufacture them.

I've tried gluing two Delrin Roundhouse bogies together of Roller Bearing and Fox type but they wouldn't stick together.

2AE do not suit the wagon so I can't put them on, so hope to hear from fellow modellers with suggestions.

B. Race.
East Bentleigh, 3165.

Sir,

Re: Exhibition contacts.

Clubs arranging exhibitions might consider the inclusion of a 'phone number contact in their advertising.

I make this suggestion particularly on behalf of country modellers who might wish to attend city exhibitions and would like to know further details of layouts on display or times and the subjects of modelling clinics.

This contact is particularly important where the exhibition is spread over more than one day. In which case, the question for the country modeller is often "which day do I attend?"

G. Tindall.
Wellington, 2820.

Sir,

I would like to add a few comments to those which I made concerning the Fybren Models N scale kit of the ELX and which were published in the current issue of AMRM.

I contacted Fybren Models and supplied them with a copy of my letter. I was pleased to receive a prompt reply from the company, with a number of comments which in my mind totally answered those complaints which I had.

With the permission of Fybren Models, I pass on their comments that the kits were originally intended to be 'less bogies', allowing the modeller to use bogies and couplers of his own choice. This appears to be the norm for such kits. In response to a few requests, kits were made available with commercially available bogies to suit those who were not interested in the usual approach. It was pointed out by Fybren Models, rightly, that these facts were advertised at the time of release of the kits.

Being new to N scale since then, I was not aware of these facts and accepted the claim by a well-known Adelaide 'Specialist in N scale' that the models would soon be off the market and allowed him to supply the 'with bogies' kits in blind ignorance of the fact that this form of kit was never intended by the maker to be highly accurate. It was not until I spoke with the dealer that he acknowledged he knew of the problem. One can only surmise that the profit margin for dealers is greater on the 'with bogies' kits.

Fybren Models advise that the kit was designed for fitting with Kadee bogies and this has proved to be the case with further kits obtained (direct).

In summary, I would advise that I am totally satisfied with the explanation from Fybren Models concerning these kits and feel sure that my, and others', criticisms are based on the same incorrect premise concerning the bogies and any problems can be avoided by following the original advice from the maker.

J.C.J. Parkes.
Parafield Gardens, 5107.

Sir,

Just a short note to say how much I appreciate the appearance of your mag in my mailbox.

Being a subscriber since 1971, I have watched you improve the publication both in content and quality.

Working in the printing trade gives me a chance to test my ability to find your errors, even if caused by the technology change which many are, but how can the February cover No.118 be explained?

Surely on evidence we are not going backwards!

Certainly the colour issues are infrequent but the quality and register I have seen should urge you to continue this trend.

Enough rambling, keep up the good work.

John A'Beckett.
Hornsby, 2077.

Sir,

At the Model Railway Exhibition last October AMRA advertised an 'O' gauge seminar to be held later in the year at their Rockdale Clubrooms.

Having been interested in O gauge for many years, I attended the afternoon.

The seminar was well organised with guest speakers and open discussions. A large attendance of interested persons appreciated the afternoon's gathering.

As I have seen no previous mention of this afternoon, I would like to thank the Committee of AMRA for their support of O gauge.

Special thanks also to Tony Wyeth, Bert Hetherington and Norm Read, B.E.M., principal speakers, and the ladies for afternoon tea.

W.C. Williams.
Westmead, 2145.

REVIEWS

V.R. ZLP bogie kit in HO scale by Tyren. Available from McBees Hobby Centre, Box 144 PO, Coburg, 3058. Price: $13.45.

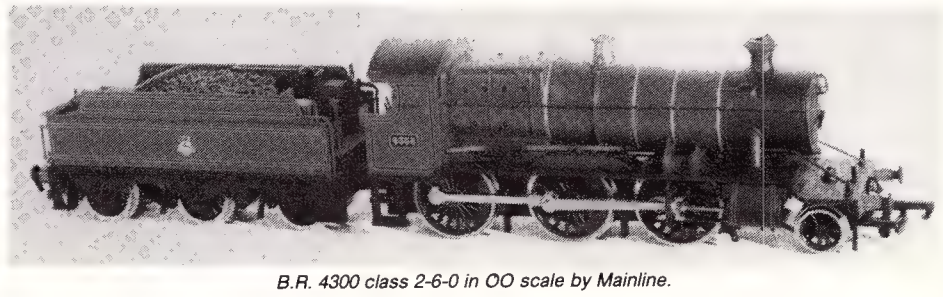
An advance bonus from the soon to be released ZLP model, being manufactured by the Model Company in New Zealand, this kit is aimed at the modeller who wishes to build his own, but still retain a very high standard.

The kit comprises the bogie sideframes along with brake shoes and shock absorbers as lost wax castings, formed brass bolsters, screws, springs, insulation bushes and North Yard 10.5mm disc wheels.

Assembly is relatively straightforward after the various components have been separated from the casting sprue. Screws secure the bolsters to the sideframes, the screw holes being pre-drilled and tapped. The axle hole has been drilled for the pin point axles on the RP25 wheel sets. The shock absorbers can be either soldered or super glued in place.

Provision has been made for attaching the bogies to the vehicle by a fixed screw and a sprung screw. All screws and springs are provided.

Bob Gallagher.



B.R. 4300 class 2-6-0 in OO scale by Mainline.

British Rail 4300 class 2-6-0 locomotive in 4mm scale by Mainline. Sample supplied by Intoy Projects. Price: $86.90.

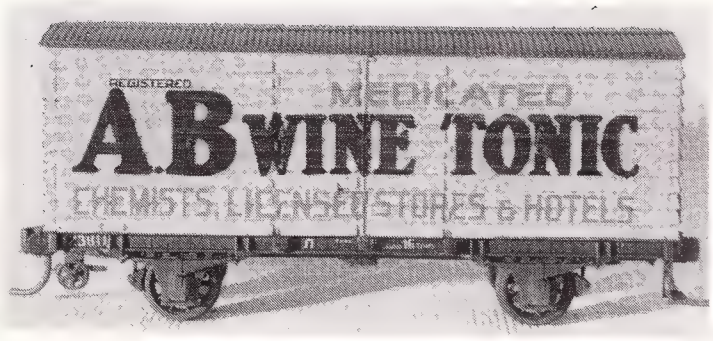
This model is now available in early British Railways green livery lined in black and orange. The GWR Mogul comes fitted with outside steam pipes and features backhead detail, water scoop under the tender and brake rigging separately packaged for later application.

The finer flanged wheels on the locomotive improve the appearance greatly. The painting and lining is very nicely done. The sample was a little noisy in operation and use of the high resistance setting on some controllers will be needed for slower running.

Graham Ahern.

Sunshine Biscuits billboard decal in HO sale by Broad Gauge Bodies, Box 137 PO, Daw Park, 5041. Price: $2.80.

Most readers of AMRM are aware of the advertising signs on the Victorian Railways', louvre vans. AMRM have been featuring the "Advertising



A.B. Tonic Wine decal in HO scale by BGB.

Sunshine Biscuits decal in HO sale by BGB.

on U vans" for a few years now and at last we are seeing some response from the trade in the form of decal packs. These decals are designed to fit on a U van and along with the availability of the Broad Gauge Models HO scale U van, it is now possible for all modellers to have a number of these colourful vans.

The pack includes the decals for each side in black and red, the van code and numbers in white and a sheet of application instructions. The decal reproduction can only be considered as superb. The decal has to be applied to a golden yellow van, the recommended colours being included in the instructions.

Generally decals should be cut to apply them to the U vans so that the decal can be made to fit into the deep recesses of the channels near the doors. This method was not applied with this decal, the expected problem being the lining-up of the sun rays. Regardless the application of the decal in one piece was not difficult and the result was pleasing, the decal fitting snugly down into the recesses and louvres. The decal adhered to the van side without any trouble.

Completed it is a pleasing model, one that will be an eye catcher on the layout.

Graham Ball and Bob Gallagher.

A.B. Tonic Wine billboard decal in HO scale by Broad Gauge Bodies, Box 137 PO, Daw Park, 5041. Price: $2.80.

The second decal from BGB designed for use on the Broad Gauge Model U van kit. Packed in a poly bag along with an illustrated application sheet and a sheet of codes and numbers for the van. The main decals have been reproduced in red and black, the darker colour being applied to the larger lettering.

The decals should be applied to a van prepainted golden yellow. The recommended colours are listed on the application sheet. This decal was cut in a number of small sections, the objective being to enable the decal to fit firmly down on the surface, especially in the channel adjacent the door. This was achieved with little trouble. The decal film settled readily onto the surface, fitting snugly around the louvres. The accompanying photograph illustrates the final finish, which is a quite pleasing, especially among all the darker vehicles on a steam era layout.

A very good product for the period modeller.

Graham Ball.

1940 Ford V8 sedan kit in HO scale by Jordan Products. Available from Alce's Hobby Shop, 6/20 McFarlane St., Merrylands, 2160. Price: $7.20.

For many years Jordan, under the Highway Miniatures label have produced a number of road vehicle kits for the railroad modeller. To date most of these have been pre 1930 vehicles. The 1940 V8 Ford will be known by most modellers over 30. In the reviewer's youth, ownership of a '39 Ford was considered essential. A '48 Mercury was the top of the tree, but one could only dream.

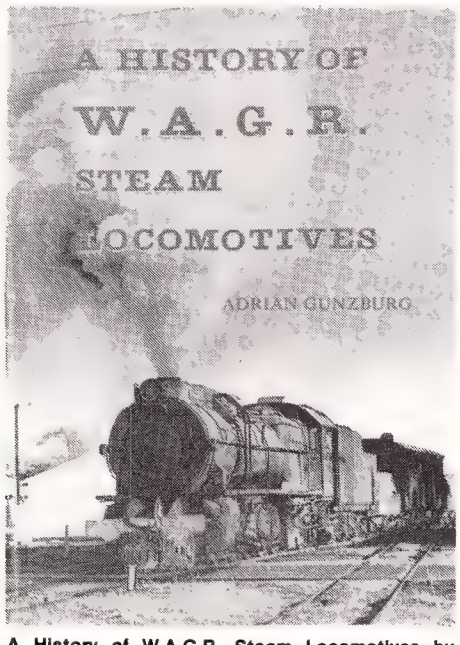
The kit comprises a number of styrene parts, still attached to the sprue and an illustrated assembly instruction leaflet. The individual components are the chassis, which includes the mud guards, the body which includes clear glass windows, grill, the bonnet which fits over the mudguards and grill to form the engine compartment, front and rear seats, wheels, dash and steering wheel, firewall, engine block, cylinder heads (2), intake manifold, radiator and bumpers.

Assembly is not difficult but the time taken will depend upon the attention to the detail supplied in the kit. It is easy to ignore the engine detail, for it is not an essential component of the kit, but consider the possibility of kitbashing the kit into a hot rod, 'Happy Days' style. The instructions attend to every need — assembly, painting, detailing, tools, etc.

To those modelling the steam era, this model will be an appealing scenery detail item, for assembled there is little doubt of its resemblance to the angular 1939-40 Ford sedan.

Bob Gallagher.

Unfortunately we are unable to produce a photograph of the V8 Ford in this issue — Ed.



A History of W.A.G.R. Steam Locomotives by Adrian Gunzburg. Published by the Australian Railway Historical Society (Western Australian Division), Box S. 1319, GPO Perth, 6001. Price: $22.50.

Adrian Gunzburg needs no introduction to AMRM readers for he has been a source of W.A. photos for many years. This 156 page, hard cover book is the culmination of many years work, and it covers the forgotten Australian railway system — W.A.G.R. One has to visit the West to fully appreciate the distance and terrain the railways had to cover. No water for hundreds of miles.

Steam in the West commenced in 1879 and nearly lasted 100 years, the end coming in 1972. W.A.G.R. ran 3'6' lines over a vast section of the state. This book covers the history on the steam locomotives used by W.A.G.R. It does however differ greatly from any other steam loco book in that it covers the history of W.A. that links in with the growth of the system and the development of the steam locomotive. This makes the book extremely interesting and very easy to read.

The book is profusely illustrated with black and white duo tones. The historical photographs have been reproduced with a lot of care, while the more recent photographs are all of top quality. Each class is detailed with text, photographs and a line drawing. An added bonus is the inclusion of line drawings of eight proposed locomotives, three of them Garratts.

This is a definitive work on the W.A.G.R., and will be an essential aid for the WAGR modeller as well as being an interesting reference volume for the railway enthusiast.

Bob Gallagher.

NSW 'Candy Stripe' transfers, in HO scale, by Craftsman Models. Price: $1.95.

The five basic 'colours' that make up the NSW corporate image scheme are red, golden yellow, orange, white and black. The roofs on carriages are silver, whilst the roofs on locos can be either red, white, silver or light grey.

A problem associated with the painting of models is that the masking between each colour must be parallel; anything out of parallel will most certainly stand out.

Craftsman Models have released a two-colour transfer strip to ease the job. The colours are the orange band, with the golden yellow strip above it. All that the modeller has to do is to paint his model white first then mask out, say, about 1'6" high. The whole car is then painted red. When dry, the decal strip is applied over the red/white join to give the two other colours. Thus one masking replaces three.

The transfer strip comes packaged in a clear plastic envelope. The header card folds out to give locations and measurements for the decals on various locos and cars. The pack contains one sheet of four coloured strips, each of approximately 12" in length (sufficient for two cars/locos). On first impression the colour separation does not appear sufficient (the golden yellow seems to overlap the orange). Once on the model, however, the separation is quite distinct.

These are very good water-glide transfers which transpose from backing sheet to model without breaking up. For the modern image modeller they are a must.

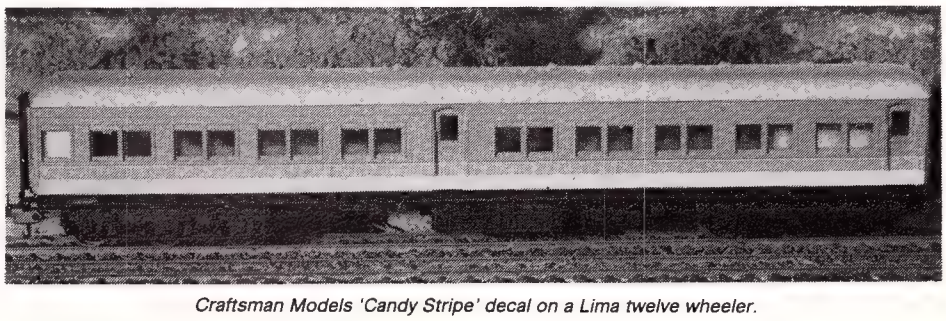
Allan Brown

Compspeed Rambler Minor by ECM Control System. Imported by The Locomotive Workshop, Box 173 PO, Boronia 3155. Price: $119.25.

Generally, despite the Hi Tech society we live in, most modern model railway controllers have a sameness among them. This does not include command control. The fact that this controller differs greatly from the norm makes it an interesting subject to review. The review sample is a pre-production model; the Australian version, according to the importer, will differ slightly.

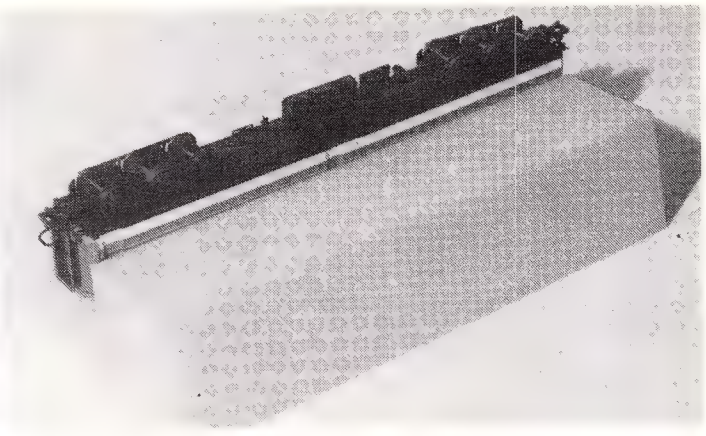
As supplied the controller comprises two parts, the control module and the handpiece. The control module is designed to be fitted into a face plate on the control panel — an accurately cut 64mm square hole being required. Provision for mounting has been made by the use of a bolt-on rear cover, which allows for a 3mm thick faceplate. This can be adjusted with washers.

In the centre of the 73mm x 73mm faceplate is a five pin (audio style) socket. There are two LED (light emitting diode) displays on the faceplate. The top left hand LED is red and signifies 'Overload', while the top right hand LED is green and signifies



Craftsman Models 'Candy Stripe' decal on a Lima twelve wheeler.

ECM Compspeed — Rambler Minor, imported by The Locomotive Co.



Foam cradle — complete with model, by W.A. Branch of A.M.R.A.

'Output'. The control module is supplied with two sets of wires, both entering the module from the rear. The orange wires are for input, between 10 and 14 volts AC, while the red and white pair are the output.

The handpiece is 50mm x 70mm x 25mm in size, made of plastic with an etched aluminium faceplate. On the faceplate are five buttons and an LED. On the top (side) is a slide switch for inertia. Despite the handpiece being housed in a standard component box, it is still attractive in appearance. It is connected to the control module via a flexible lead 4' (1.2m) in length. The production unit will have a twelve foot lead. The handpiece is very comfortable in the hand and is supplied with Velcro tape for easy and quick mounting.

To use the controller, connect the AC power to the input cables and the layout to the output cables. The instruction sheet deals with the installation of the controller at great length, and these details should be read and understood before connecting up the wires — or POOF, and guess who will bear the cost. The handpiece should be plugged into the control module and operation can commence.

But first a few comments on the handpiece. All control of the trains is via push buttons. To put the train in forward direction, press the left hand yellow button (lower level). If the train goes opposite the selected direction swap over the output cables. Reverse is obtained by pressing the right hand yellow button. Train direction is obtained by an electronically controlled relay.

To set the train in motion press the left hand green button (top row) and when the train reaches the required speed release the button. To slow the train down, press the right hand green button, releasing when the required speed is obtained. Instant stop is obtained by pressing the centre red button. It is instant.

The inertia on this controller differs greatly from other controllers in that there is no large electrolytic capacitors to fill with power before the train will move. Thus the train movement upon pressing the button is immediate. No tedious wait to see if the train will move. All jesting, and personal gripes aside, the response of the engines to this controller was superb. Simply press the button and it starts to move. The longer the button is pressed the faster it goes — but not at express breakneck speed.

The response to the controller can be varied by switching the inertia button. While it does increase the response time, and the difference is noticeable, it still does not permit for slot-car speed control. A highlight of the controller is its ability to obtain and retain a set slow speed. As the inertia does not build up after release of the button it is simple to press the speed button for a fraction of a second and release it. It is very easy to obtain the slowest speed possible from an engine with this controller. The difficulty is checking to see if the engine is moving. It is easier with steamers than with diesels. Simply line up the drive rods with the footplate. If there is movement it should be the rods.

As stated the emergency stop button is immediate. Do not try and pull the lead out of the control module, for the engine will continue on its merry way. A benefit of this controller is that the five pin socket can be paralleled — in non electrical terms a number of similar five pin outlets can be placed around the layout and wired in parallel. Pin 1 to Pin 1, Pin 2 to Pin 2, etc. It is easy to start the train moving at one point of the layout, remove the handpiece from the socket on that side and move to the socket on the other side of the layout. The train/engine will retain its set speed until the controller is replugged and the speed modified. It is suggested that you not stop and have a chat while changing control points though — well, not if it is your locomotive.

The test was carried out on Athearn, Lima, Atlas, Bergs, BGM, Casula, ALCO and Mehano locomotives. The response of all was superb. It was successfully tested at 1.2amp, with five locos on the track at once. It did not overload.

To test the overload function a loco (of a double header) was shorted. Both overload buttons glowed red and the controller switched itself off. A feature of the Compspeed is that after switching off it then sends out intermittent (every few second) pulses, possibly to check if the short/overload situation remains. If not the train/engine will move, at the previously obtained speed. If not, and when the shorted loco was a double header, the pulse applied to the track for testing purposes made the good loco jump. Not very nice, especially for high quality geartrains.

Another unsavoury feature is the reversing feature. It is possible to change the direction of the train in a fraction of a second. Regardless of the speed the train is doing, if the reverse direction button is pressed, the train will reverse direction at the same speed it was previously doing. There is no better test of gears or train-drives but if the models have good gears, too much use of this feature will soon change the situation. Maybe this feature will disappear when the three button version is released on the Australian market.

In the meantime one must be aware of this problem and be very careful. This is easier said than done, for the use of press button controls does take some getting used to. Pressing the wrong speed button when going in forward direction is at first very easy.

Summing up, this is a very good controller, especially if you do not like the unusual and varied train response to most inertia controllers. The poor points are the lack of safety in reversing at speed and the pulsating function when in overload. Its high points are its flexibility/transportability around the layout, its ability to obtain and hold a set speed, its ability to control any locomotive with first tuning the controller to the locomotive and its instant (panic) stop feature. This controller will, without doubt, get the best out of any loco. However it will not make a poorly powered or geared loco perform as good as a top class mech. If you are paying out big money for quality mechs, this controller will let you get the best out of the model.

Like all controllers reviewed by AMRM, the Compspeed will be put into use on one of the layouts used for testing models. A report on its long term usage will be presented in the future.

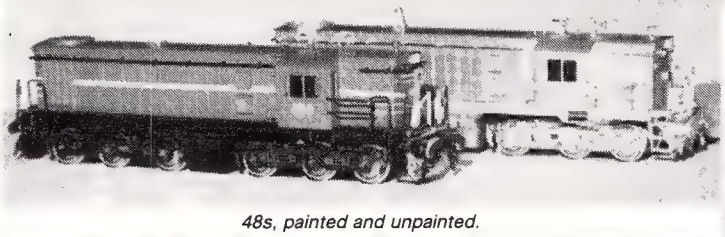
Bob Gallagher.

'N' Scale 48 class (SRA NSW). Imported by Bergs Hobbies of Parramatta and manufactured by Samhongsa Co., Korea. Price: Unpainted — $199.95, painted — $217.95.

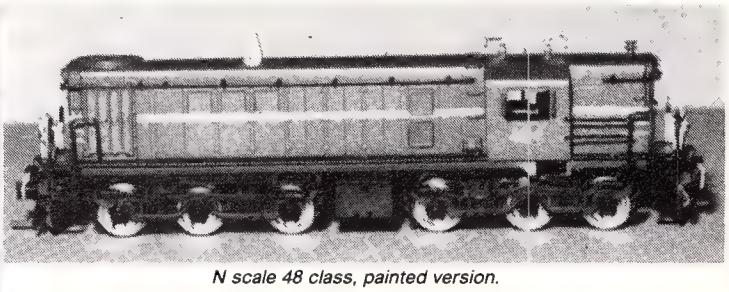
The 48 class locomotive (ALCO DL531) is a very common sight in NSW. Issue 118 of AMRM has a comprehensive article regarding these locos.

The model represents a 'Mark IV' 48 as defined in the above mentioned article. It is the first commercially available N scale brass loco of local prototype. As such, it is quite remarkable. It comes in a standard Bergs blue box (N scale size) with foam lining and a small plastic bag of spare parts.

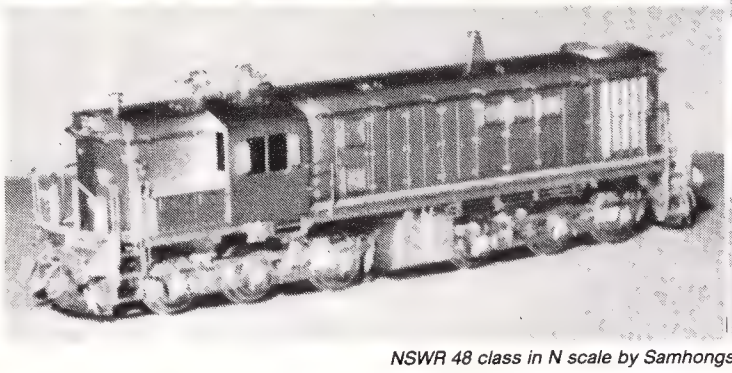
The model generally follows accepted HO

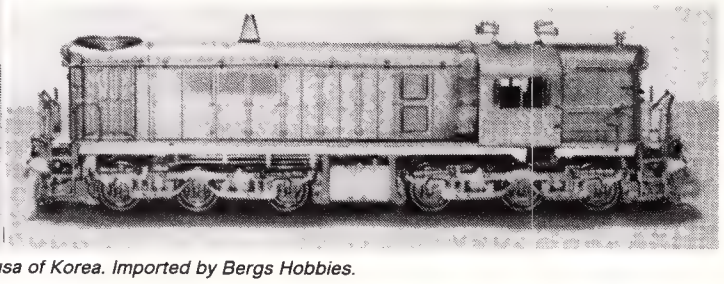


48s, painted and unpainted.



N scale 48 class, painted version.





NSWR 48 class in N scale by Samhongsa of Korea. Imported by Bergs Hobbies.

methods of brass fabrication and is very complete and finely detailed. Bergs' previous HO model has no extra details of note and, of course, the N scale version has all the additional Mark IV details. Handrails are neatly formed from brass wire of a near-scale size. Pilots are a one-piece casting with added details including working(!) diaphragm plates. The only detail error of note is that end marker lamps are only single and, of course, should be double. A small offcut of Slater's plastic rod of a suitable diameter should correct this (one below each lamp).

The five chime horns sit a little high and could be lowered by judicious use of a small soldering iron or, for the faint-of-heart, a drill from below should do the job.

The model has a delicate appearance and yet is quite robust and certainly represents the prototype well. All dimensions are exact or near to exact and really cannot practically be faulted.

The drive train is similar to HO practice — a (small open-frame) five pole motor driving through plastic universals to gear boxes which contain truly tiny gears. These transfer power to all six axles with a quite amazing reduction. The samples I tested were all capable of, on minimum throttle setting, taking as much as three minutes(!) to cover 100 N scale feet. Top speed is realistic, unlike many available N scale locos.

Tractive effort is quite sufficient — 18 Kadee 40' box cars or 50 Peco four wheelers on the flat. Electrical pick-up is via wipers on the inner four sets of wheels and seems quite sufficient. All wheels were slightly narrow in track compared to NMRA standards gauge. Flanges are quite small and wheels are of nickel silver construction. The body is fastened to the chassis by three small screws from below.

Proper lubrication and running-in will ensure a smooth running model. Samhongsa have a lot of experience with N scale brass — mainly US prototype — their motors and mechanisms are well proven.

Kadee 1025 couplings will fit with only minor modification. It is necessary to remove the back of the coupler box to enable the bogies to swing. Quite simple. Couplers mount at exact height and are fairly unobtrusive beneath the diaphragms. Alternatively, Kadee 1021 couplings may be used but shimming will be necessary to obtain correct height.

Bergs have adopted a novel approach in that only a small number are available unpainted. The rest come factory painted, lined and numbered (three of each number from 48126 to 48165 have been made). Whilst the shade of red of the loco body and the yellow of the striping may not be exactly the correct shade, the effect is there. Paint is well applied and detail colours are quite complete. The addition of black paint to the see-through fan shroud and to the filter boxes on the hood sides will only enhance the model.

Bergs are to be commended for producing this excellent model. It only requires the NSW N scale modeller to 'put his money where his mouth is' if he wants to see more of the same.

It would be nice to see some enterprising local manufacturer produce NSW prototype freight car kits as the 48 is crying out for something to pull! US prototype freight cars are just too big.

Bill Kerr

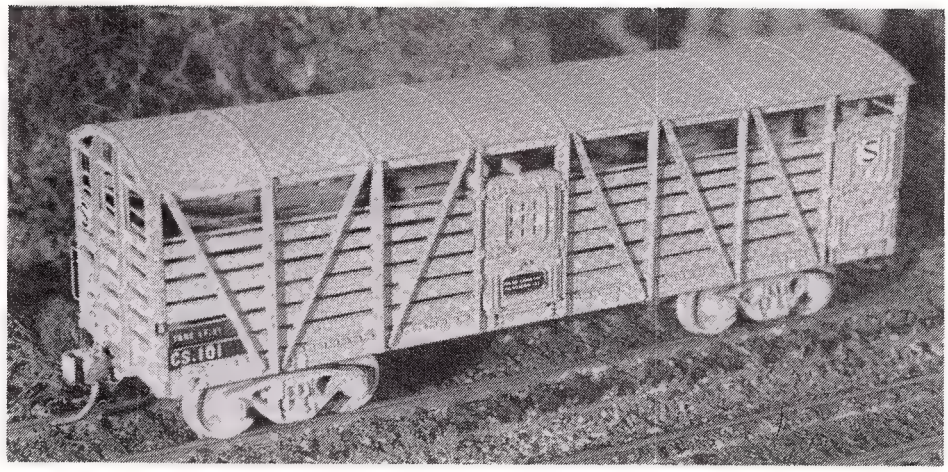
Modelling cradle for HO and OO scale models. Available from the Western Australian Branch of the Australian Model Railway Association. Price: $1.00.

One of the problems with working on finely detailed models is being able to hold them steady while still having the hands free to work on the model. The guys at the W.A. Branch of A.M.R.A. came up with an idea to cut a model holder out of a section of sponge rubber. It is 250mm long and has a base depth of 128mm. The 50mm thick sponge is tapered on both sides. The 35mm wide by 25mm deep cutout is offset from the centreline of the material.

The cutout holds a model, be it a wagon, car or loco very easily and does not damage the exterior detail — this of course also depends upon the handling by the modeller. The fact that the model is surrounded by sponge does not mean that you can attack it with a hammer. If you are a careful modeller the holder will help you preserve the fine detail during construction and for that occasional maintenance when in use.

A fine piece of equipment that will be very helpful. They are available from most major A.M.R.A. based exhibitions. For a buck a piece, there is no reason why one could not buy a couple and have them in the layout room as well as in the workshop. There is also a choice of colours as long as the colour you require is blue.

Bob Gallagher.



S.A.R. CS cattle wagon by Broad Gauge Bodies.

SAR 'RX' ice reefer van kit in HO scale by Broad Gauge Bodies, Box 137 PO, Daw Park, 5041. Price: $11.45.

The term 'ice reefer' is rather unusual for an Australian wagon, but the term and the style of van was a product of the post Webb era. W.A.Webb, an American, was the South Australian Railways Commissioner from 1922 to 1930.

The prototype van came into service in 1933 and manufacture continued until 1957, when 43 vans had been built. They were used to carry meat, fruit and dairy products. The most noted duty of these vans was the consignment of celery from South Australia interstate to Sydney and Brisbane. This service was curtailed in 1970 when road transport took over. Three vans were used to promote celery and carried multicoloured billboards on each side. These vans will be the subject of a future BGB kit.

The kit is in many ways similar to many other BGB van kits, being polyester castings. The parts were slightly sticky, maybe caused by the Sydney humidity. A light coat of paint on the parts before assembly helped reduce damage by handling. As expected the cast-in detail is very good, especially the detail on the roof and ends. The exterior bracing is very fine, and care has to be taken not to damage the castings.

The kit assembles easily and makes up into a reasonable model, although it is not quite up to the usual standard we tend to expect from BGB. The model had to be adjusted to obtain the correct height. The decals supplied with the kit help enhance a rather attractive vehicle.

Graham Ball.

S.A.R. C/CS bogie Cattle wagon kit in HO scale by Broad Gauge Bodies, Box 137 PO, Daw Park, 5041. Price: $9.90.

The C cattle wagon was a legacy of the Webb rehabilitation, and was issued to traffic in 1928/29. The class has been through a number of conversions, some of which are detailed in the assembly instruction sheets that accompanies the kit. The kit is available as a single unit or in a twin pack.

The kit is based on the C wagon as seen in service prior to the takeover by ANR. It comprises polyester castings for floor, sides, ends, styrene for steps, wire for detailing, aluminium sheet for the roof, decals and adhesive paper for the roof slats. The castings were well formed and were free of defects. Detail was sharp and well defined.

A jig is supplied to assist in cleaning the flash from between the wall planks. The jig in the kit had to be filed a shade to fit the sides. One side was a shade longer than the other, but unfortunately there is very little to file away on the side to reduce the length. The kit 'fell' together, although it took time, there being the need to paint the inside and secure wire railing before final assembly of the roof.

Assembled with 36" wheels, the coupler pocket needs packing — the use of 33" wheels nulifies any need to pack couplers, which were Kadee 5s.

In its finished form, complete with decals, the model is superb, and closely resembles an injection moulded kit. This is possibly the highest accolade that can be given to a model produced by the polyester moulding method. The only thing missing from the finished model is the smell of the cattle.

Graham Ball.

Copperfoil tape by Gifford Productions, PO Box 62, St. Kilda, 3182. Price in text.

Copperfoil tape is thin copper sheet backed by an adhesive tape. It is designed for use with low voltages — up to 24 volts AC/DC and has a manufacturer rating of five amps. IT MUST NOT BE USED FOR MAINS VOLTAGE.

The tape is available in two sizes 4mm wide and 6mm wide and is supplied in a 33 metre roll. The 4mm tape is priced at $7.96, while the 6mm roll is $12.04. It can be used for many purposes all connected with power — electrical that is. The most useful purpose in the model railway field is for wiring over a flat surface, where the covering of electrical wiring is not possible. Simply stick the tape over the flat surface, carry out all necessary connections, including soldering, test the work and then paint or weather the tape into the surrounding scenery.

A very useful product for that difficult job.

Bob Gallagher.

Decals for HO scale UB van — Henderson Springs by B.Harper. Available from Box Car Hobbies, 12 Victoria Street, Coburg, 3058. Price: $2.00.

This is the first of what could be many decals to detail the Broad Gauge Models U van kit. The subject of advertising signs on U vans would be well known by regular AMRM readers, for there has been at least one article a year in AMRM on the subject, and still the search goes on.

This decal is designed to fit on the side of a corrugated iron UB van — i.e. one fitted with bogies. The decal is supplied in white on a single clear

SAR 'RX' ice reefer van in HO scale by BGB.

sheet. Accompanying the decal is a roughly printed set of instructions that detail the type of van required, the necessary colours and then the actual positioning of the decal. It is rather puzzling to note that the instruction sheet, which in no way could be considered sparse, does not refer to the BGM U van kit for which the decal has been designed or the colour print of UB 24 in the February 1982 issue of AMRM.

The V.R. U van is one of the most difficult wagons to apply decals to. Not only does the decal have to fit over the louvres but it also has to fit into the vertical channels each side of the doors. The instructions include details on fitting the decal, basically in one piece. This was tried with some success. The other side was decalled by cutting the decal into a number sections, so that each side, the doors and the channels could be individually decalled. The second application was a little easier, and the decal sat down easier.

Unfortunately, these comments only apply to the first production run of the decal. Those on sale at the Melbourne Model Railway Exhibition, and the production run produced shortly after, while still retaining the superb reproduction qualities, have not been produced on a true decal film. The decal transfers to the model OK, but it does not stick to or stay on the model as it should. Regrettfully this does not make for a good finish on the end product.

Those who were lucky enough to obtain the initial run, can count themselves lucky for they have a very fine decal that will transfer to the model and be an enhancement. Those who were not so lucky can only wait in hope that the manufacturer will reproduce the sign on true, transferable decal paper.

David Brown and Bob Gallagher.

British Rail Class 56 diesel in OO scale by Mainline.

British Rail Class 56 Co-Co diesel locomotive in 4mm scale by Mainline. Price: $60.95.

First introduced in 1977 and still being built, the Class 56 diesel is designed for modern BR freight trains. The model represents the later members of the class and comes in either the original BR blue with small logos or the revised standard livery with large logos.

The grilles are well represented and rivet detail is nice and fine. There are several separately applied fittings including the MU controls. There is a crew of two in one end.

The sample ran well and was quite responsive to the controller.

Graham Ahern.

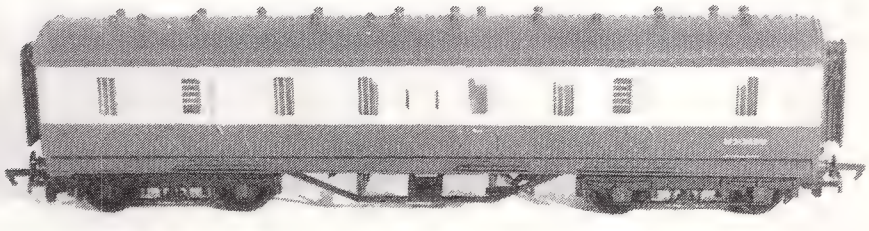
NSW VEHICLE COUNTDOWN — 32

In 1955 the NSWGR possessed 249 'MRC' class refrigerator cars. By 1981 only 20 of these vehicles remained on the books.

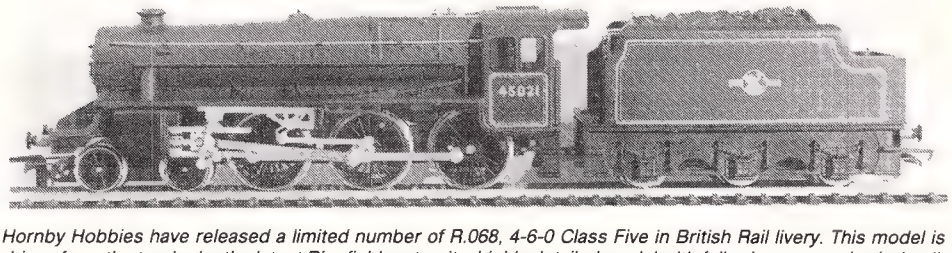
— Paul Rogers

PREVIEW

Intoy Projects have released the Mainline Siphon 'H' 50' bogie milk van in 4mm scale, it being priced at $9.20. This model was previously available under the Airfix label. It is now available in BR maroon livery.



Intoy Projects have released the Mainline 4mm scale 50' Type BG parcels van. These vehicles originally built for LMS are still widely used by British Railways. The models feature separately fitted torpedo roof vents and corridor end boards also provided as a separate item. The sample was in the BR blue and grey passenger livery but the more common plain blue BR livery is also to be available. Priced at $17.60.



Hornby Hobbies have released a limited number of R.068, 4-6-0 Class Five in British Rail livery. This model is driven from the tender by the latest Ringfield motor. it a highly detailed model with full valve gear and cab detail. The all over livery is black, while the lining is white and red.

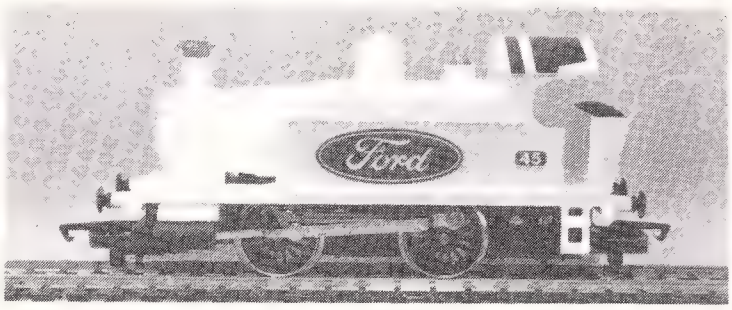
V/LINE GRAIN

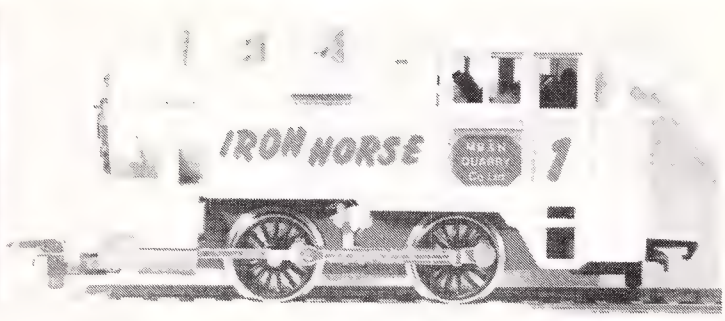
V/LINE GRAIN

V/LINE GRAIN

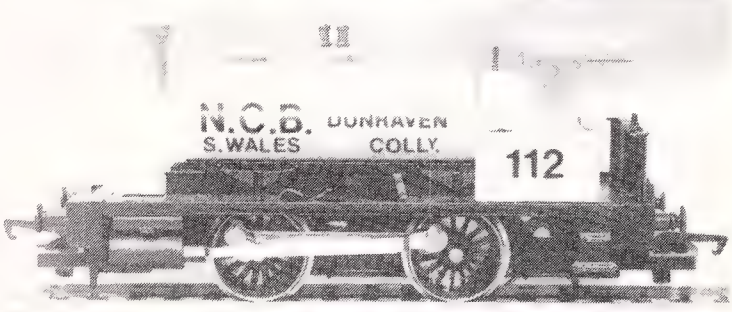
The HO scale V/LINE Grain wagon decal has been released by Broad Gauge Bodies. The black block lettering is 7mm high, the length overall being 62mm. The green slash (/) is 14mm high (on the vertical). There are three decals to a sheet (65) and are priced at $1.35 a pack.

Hornby have released R.139 'William Shaw' four wheel wagon. Based on an authentic livery this wagon features the Hornby two part chassis and white walled wheels. The prototype wagons were built in 1907. The company has siding facilities at Scarwood and Bolton Hall and it is believed that the wagons ran to Emily Moor, Park Hill, Mostell and Hartley Bank Colliery. The underframe is black and the sides red, the lettering being detailed in off-white.





Hornby Hobbies have added to their range of small locomotives with three new models. These basic models are aimed at the childrens market, but have also proven to be popular among modellers.
Above Right: *R.164 Iron Horse is based upon the old industrial loco and is ideal for customisation. The loco body is light grey while the lettering, buffer beams and undergear is red.*
Above: *R.163, an 0-4-0 has been released before with different name. This time the well known 'Ford' name appears in blue on the side of a white locomotive.*
Right: *R.162 has also been produced before. This model carries the 'Dunraven Colliery' name on a black and fawn loco.*



Broad Gauge Bodies have released a decal for the VIMA 'T' van. The Victorian Inland Meat Authority use the T insulated vans to advertise, and transport their product (see AMRM No.122). The vans had blue sides and red roof, ends and underframe. The decal is white and has to be cut into pieces to apply. The information sheet supplied with the decal includes all detail necessary to help apply it including a photo and plan, and the recommended paints. The decals include numbers for vans 400 to 403. The decal pack (64/C2) is priced at $2.00. Now that the BGM T van is available, finding a model for the decal is easy.

PUBLICATIONS

Bus Fleets — MTA Melbourne, by Railmac. Compiled by Brian Tilley this 16 page booklet covers the buses operated by the Melbourne Transit Authority, including those stored as of 1.1.84. Full lists are included along with 24 very good half tone (black and white) photographs. Each photo is accompanied by a detailed caption. a feature of the booklet is the photo selection of post-war M&MTB and Vic Rail vehicles.

Rails Around Frome by Steve McNicol, published by Railmac. Frome is found in Somerset which for all the Ockers is in that part of England that saw the Great Western Railway in command. This 56 page booklet covers the history (both railway and actual) of Frome and details train workings and other items of interest. The text is sprinkled with track diagrams and well produced duo tones. One specific item of interest is the coverage of small industrial diesels that were used to work stone quarries in the area. For the modeller wishing to model Frome, there are plenty of detail photographs to aid any modelling projects.

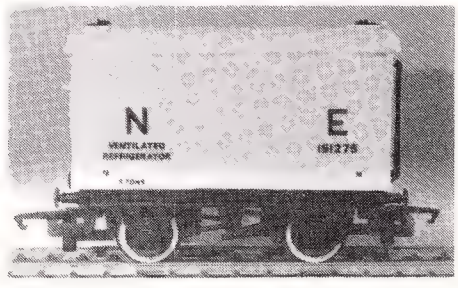
Eastern Somerset Railway Album by Steve McNicol — published by Railmac. This 24 page booklet is a small photographic coverage in Somerset, including the townships of Bath and Radstock. Subject matters include station structures, steam and diesel traction, rural scenery and private owner locomotives. The captions are in most instances informative. The quality of the photographic reproductions varies from excellent to poor, but overall the book whets the appetite for more information of this part of England, especially the working of the incline from Kilmersdon Colliery.

900 Review by Steve McNicol — published by Railmac. The South Australian Railway 900 class has become a cult loco, just like the NSW 40 and 43 classes. The demise of the 900 class has been foreshadowed for many years and in March this year, the class was withdrawn. Instantaneously a number of items appeared including this booklet. the demise of the class is clearly defined in the introduction of the booklet. Unfortunately, or fortunately if you like 900s the class lives on due to a mishap. At the time of writing these notes, a number of the 900 class are still in traffic. This 16 page booklet is but a small coverage of this class. The photo quality ranges from very good to rather poor, but then it is only a preliminary to the '900 Class Tribute', which is due for publication soon.

Steam Around Newcastle by Steve McNicol — published by Railmac. Newcastle in NSW has proven to be THE city of steam. The large number of railway systems, including private lines has made the city well known in railway enthusiast circles. Even today there is still some steam (railway traction) in Newcastle. This 52 page booklet covers the many facets of steam in and around Newcastle and includes the many private workings and some of the NSWR system including the mighty AD60 class garratts. A pictorial that will whet the appetite for more detail.

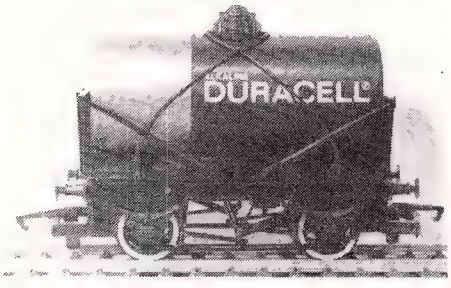
Dog Spike collecting is a recognised hobby of its own, but in Australia collectors have had to do their own fetching and carrying. Red Heart Souvenirs have made it a bit easier by releasing a 'Ghan Dog', a spike from the old Alice Springs narrow gauge line. Precisely it came from between Ewaringa and Fink. To ensure it is of use to non dog spike collectors, a bottle opener groove has been ground into the spike, just below the head. A coat of plastic has been applied and a aluminium label 'Ghan Dog 1929 — 1981' epoxied on. Priced at $6.95, it would be an interesting conversation piece or an argument finisher.

Broad Gauge Bodies have released the V/LINE passenger emblems in HO scale. The white block lettering is 5mm high, the overall decal length being 20mm. The green slash is 9mm high. The pack, (66/C2) includes eight decals and is priced at $2.00.



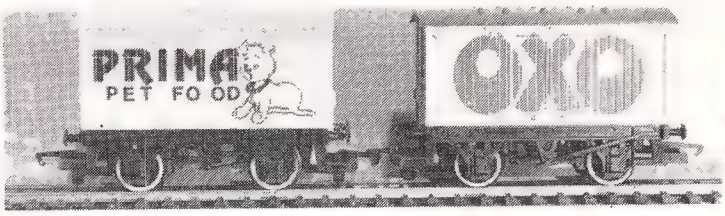
Hornby have released this van R.147 in its authentic livery of white with black lettering. The underframe and end ladders are black. As presented, this wagon will present the modeller with a base to detail and weather.

This release by Broad Gauge Bodies is the 630mm V/LINE freight emblems. Pack 67/C2 contains six decals and is priced at $2.00. The white block lettering is 7mm high with an overall length of 2.5mm. The green slash is 12.75mm high.



The R.140 'Duracell' tanker is a fun release by Hornby. The wagon is 63mm long and apart from the white lettering and the gold on the tank, black is the main colour.

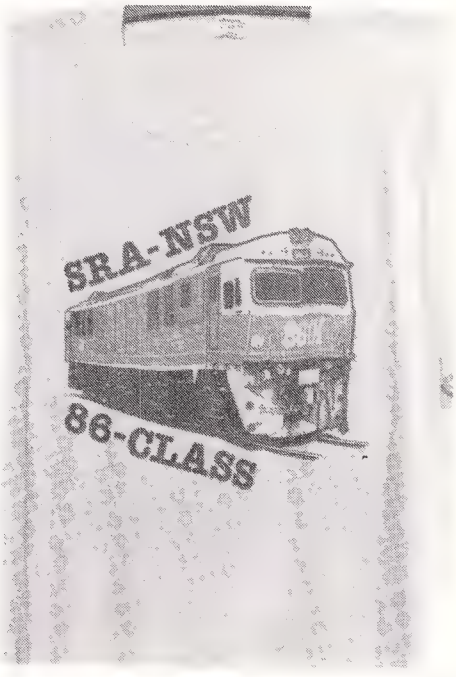
Hornby R.145 and R.138 are new long wheelbase four wheel vans. The vans are 103mm in length and detailed with bright signwork. R.145 has a white roof and black underframe, but the light blue sides are detailed with a Hawk trainer on one side and the Red Arrows (flying team) 'shell burst' on the other. The signwork is in red, white and dark blue. R.138 has dark blue sides and a grey roof. The 'Silver Spoon' signwork is detailed in off-white.



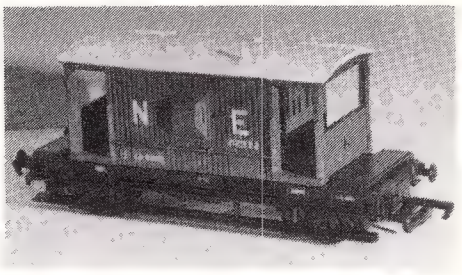
R.149 'Prima Pet Food' van and R.146 'Oxo' van are new releases by Hornby for the childrens market. The vans are 65mm in length and have a reasonable amount of detail in the mouldings. The pet food van is painted bright yellow with a light grey roof. The Oxo van has light grey sides with a dark blue roof. The underframes are black.

McBees Hobby Centre have released, under the Tyren label the V.R. 'ZLP' bogies, assembled and painted. The bogies were produced by The Model Co and are sold in a poly bag along with mounting screws and spring and insulation bush. The bogies can be used under the ZLP as well as the V.R. VP vans. When used under V/Line era vehicles the bogies may require repainting. Retail price is $16.50.

For those who like their ale in bulk this new release by Hornby will be a hit. R.143 is a 103mm long, four wheel wagon. It has a black underframe and roof walk, and a white tank. The lettering is green.



A recent release from Red Heart Souvenirs, featuring the 86 class electric locomotive, in service on the SRA of NSW. The only criticism that could be made of the shirt is that the livery of the loco is not quite as bright as it should be. The shirts (size 6 -22) are $6.95 each, smaller sizes (1, 2, 4) are $6.00.



Intoy Projects have released the Mainline 4mm scale 20 ton 16' wheelbase brakevan, which is priced at $7.30. This model is available in LNER oxide (brown) livery.

AMRM NEWS

Continued from page 24.

Garry Edlen

The guest speaker at this years Prospect Model Railway Exhibition was Garry Edlen. Meeting Garry was a pleasing experience. A likeable character, he would not find it hard fitting into the Australian lifestyle. Garry bought with him a number of his finely detailed structures and one of his river boat models. Some of the models have been left in Australia, and AMRM intends presenting a photo coverage in a future issue. One could not close these comments without making some mention of Garry's travelling companion, Jim O'Byrne. Jim has a keen interest in Australia and the Prospect boys in particular. He has a very warm sense of humour and it is not hard to understand why he was barracking for Australia II in the battle for THAT mug.

Unfulfilled Expectations

It is now two years since Malcolm Furlow visited our shores and there were many among us who expected to see some (a lot) of Malcolm's work in the form of articles and photographs in the American model press. It is thus regretful to report that all the material collected in Australia suffered water damage, the aftermath of a fire at Malcolm's workshop.

Perth 1984

Last month a few of us from AMRM travelled to Perth to cover the exhibition and a number of layouts for future issues. The West Aussies extended a very warm welcome, making the task of covering a number of layouts in a short time enjoyable. To those who helped us enjoy our trip, thank you. It was pleasing to meet new modellers, see new techniques and see how it is done in the west. Yes there are a few things we in the east can learn from them and hopefully, some of these will be included in future articles.

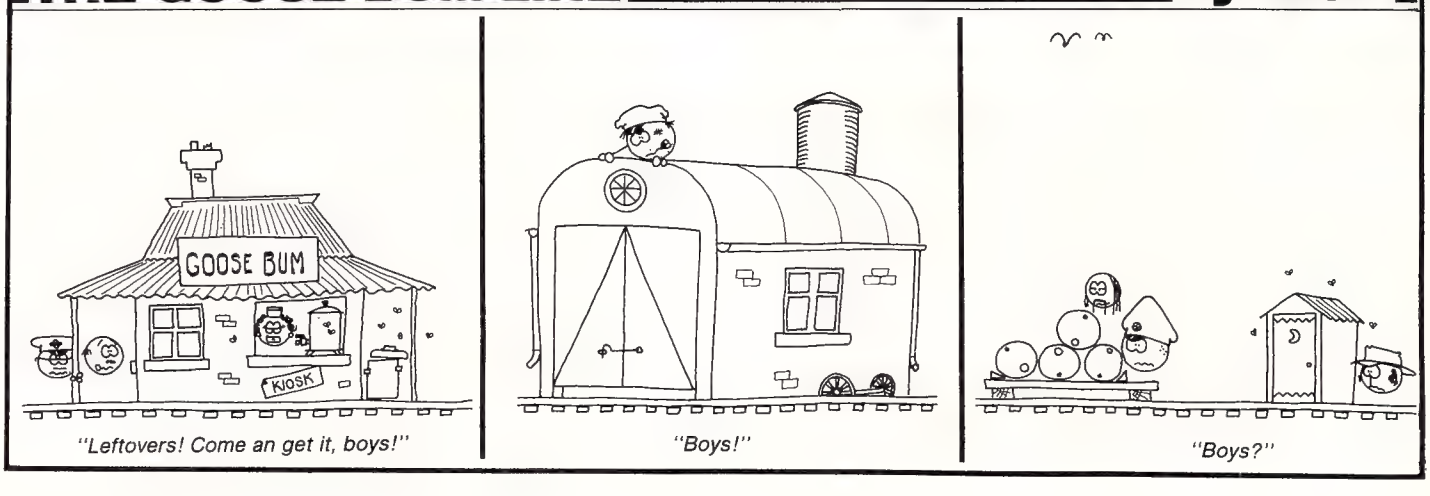
Interesting Reading

'Electronics Australia' magazine advise that they will be publishing an article on a new pulse-power train controller in their coming September 1984 issue. The circuit uses cheap and readily available parts and because it includes two low cost intergrated circuits, it has been possible to incorporate many features. These include full short circuit protection, inertia, excellent speed regulation under varying load conditions and provision for a walk-around throttle.

Subscriptions

All readers must by now be aware that we have a computer to run our subscription system. It is great

THE GOOSE BUM LINE by Stein



"Leftovers! Come an get it, boys!"

"Boys!"

"Boys?"

– sorting and searching in a matter of seconds. It is thus not unexpected that a couple of subscribers would put our system to a test in requesting that we change their address to 'that printed above'. What was unusual with the requests was they did not sign the letter, nor indicate their name or previous address. We entered these blank spaces into the machine with no result, not even a syntax error.

Please when requesting a change of address, either send an old address label or PRINT your name, old address and new address (including post code) on a sheet of paper. If you can also add your subscription number well and good. The post code is essential, for it is surprising how many places we have found unlisted in the Post Code Directory, and in Australia, the post code is the most important factor in bulk mailing. If there is no post code on the address, the copy goes into the overseas posting bag, and heavens knows where it goes from there. So please help us help you.

N.S.W.R. Convention

James McInerney, 14 Angelo St., Burwood 2134 (02 747 5894) advises that a mini-convention "Modelling the Railways of New South Wales – 2" will be held on August 18 at the AMRA NSW Branch, Chapel Lane, Rockdale clubrooms. The day will comprise clinics, discussions, competition and no doubt the friendly bull session at the end of the day. Subjects to be covered include the building and designing of a layout, painting (brass models) and photography of the models. If you are interested in the convention contact James for further details. No doubt you can turn up on the day, but it would be polite to let them know how many to expect, if only for catering purposes.

1984 Club Register

It is time again for us to commence compiling the club register for publication in the December issue. Club secretaries are encouraged to send us the details of their club, meeting dates, etc for inclusion. If the details printed last year are to be repeated please say so. As we intend to only produce current details we will only be including information received after 1.7.84, regardless of any information received previous to that date. We request that the information for the club register be not included with any other correspondence. Once again we will promise to attempt to get the register on the computer by next year . . . but that is one good thing with that word 'next' year, can be 'next' year 'next' year.

Computer Programs

With the emergence of computers into the hobby of model railways it is only a matter of time before detailed articles and programs are published. Last issue we presented an article on wagon loads. One of the problems associated with computer programs is the need to type the listing into the computer. Not only is this a time consuming task, but errors can and do creep into the text, making debugging necessary. It is thus pleasing to advise that some of the programs presented in AMRM will be available for down loading on Bill Bolton's Software Tools RCPM link which is accessible by telephone (07) 378 9530.

Sure, using computer communications, modems and downloading programs may only be available to a few railway modellers, but this style of electronic mail/bulletin board message system is the media of the future and it is pleasing to see that model railways in Australia is keeping up with technology.Incidentally, Bill has debugged the program and modified it to run with MBasic.

Cat'Idogs

Some new catalogues have come to hand that will no doubt interest many readers.

Marklins new items 1984 booklet in 30 pages lists the many new models from Marklin in HO, Mini Club and Gauge 1. The highlight of this multi coloured spread has to be the 'Crocodile' all sixteen wheels of it spread over 60.6cm. (in plain English 2'2" long, and still able to negotiate 3'3" radius curves).

The Electrotren HO catalogue features the full range of these Spanish built models. The text is in English and a special feature is the breakdown illustrations of their main locomotives and the full parts listing.

The 1984/85 Lima English International edition for HO/N scale has an artists impression of the soon to be released 422 class on the cover. Inside a number of new models are listed including the 422, the South African 502 class, in red and blue livery. The illustrations are in colour. On the N scale scene an Inter-City German Railway set along with the French T.G.V. are listed.

The 1984/85 Lima British edition for OO and N scale has the blue, white and yellow liveried Class 20 diesel on the cover. Inside the huge range of British 4mm scale models is listed. Lima have made a real attack on the British market, this catalogue proving the point – diesels, electrics, steam, rail cars and DMU sets abound. The NSW C38 and a rake of twelve wheelers are listed under the Famous International High Speed Trains section. Any one who has ridden behind the C38 at speed will not put the C38 down as being slow, but with a rake of twelve wheelers high speeds were not only hard to obtain but would have been a good advertisment for an amusement park 'Train of Fright'. As with other Lima catalogues there is reference material for layouts and the use of the many Lima scenery items.

While not a catalogue 'Between the Lines – Some aspects of Railway history' from V/Line is an interesting little booklet that features the old and new in Victoria. A feature for the modeller is the tangerine B class on the front cover and the green and gold fronted suburban on the rear.

Change of Management

It is interesting to note that another model magazine (NZMRG Journal) is, in a sense following AMRMs lead and has appointed a Managing Editor and a team to run it. The team effort has proven very successful for AMRM and it is pleasing to see the success of the team management of the AMRA Journal. The New Zealand Model Railway Guild have appointed Ken Clough to head a team to run their Journal.

Like the AMRA Journal, the NZMRG Journal is only available to members but it is a fine magazine, very professionally produced. Most of the credit for the present appearance of the NZMRG Journal goes to retiring editor, Paul Berntsen. Paul, an important cog in The Model Company wheel, resigned to spend more time with his business and family. Australian modellers will gain from this action.

For the record the management of AMRM and NZMRG Journal have shared a warm relationship, sharing ideas an experiences – yes we also have a good relationship with the AMRA Journal team. We trust that this relationship will continue with Ken and his boys. Readers interested in the NZ Model Railway Guide can get details from the Secretary, P.O. Box 9305, Newmarket. New Zealand.

Falling Readership

One problem all publishers face is the loss of readers. Like all magazines AMRM has a contingent of occasional readers – those people whom buy on impulse, some of who stay with us. The most obvious loss for us here in the office is the small number of subscribers who do not renew. Although they are less than 8% of the subscribers it is often very disappointing to lose someone who have been with us for over ten years. Often we look at our work in self analysis to see if it is our efforts, or lack thereof that drives these long-termers away.

It was thus a little pleasing to receive a number of (well two actually) letters from ex-subscribers detailing why they were leaving us.

"If you're wondering if I've lost interest in trains it is no, merely a change to a larger scale, '12 inches to the foot', and also a change of lifestyle doesn't leave me any time for the models."

and

"My decision to discontinue is based solely on changing interests, and in no way reflects on your magazine. I have found AMRM to be a magazine of high standard which continually improved throughout the period I subscribed."

These remarks were very helpful and even encouraging, but if it was encouragement we were seeking we only had to read a few of the notes that accompanied some of the renewal notices. There is one that comes to mind.

"I've told you before but I must repeat it – you're the greatest. There is not one magazine comparable to yours for a modeller of Australian prototype. There is not a magazine comparable to yours anyhow – Australian prototype or otherwise."

Yes he likes us – No it was not written by one of the staff. There is one correction though. It is OUR magazine, and that includes each and every reader, whether you are a regular or not.

Articles

While on the subject of the magazine we are always in the market for articles to be published in AMRM. Modelling, prototype, ideas, suggestions, etc., are all welcome. It is only with a varied input that we can give a variation in articles. We always need articles on layouts – no matter what the prototype. If you feel the photography too hard, write to us – we may be able to get someone to help. We do however prefer the owner to write the text of the article.

On the subject of photographs, we have recently received a few articles with the inclusion of slides as the photographic medium. While slides are great for colour work they are not always very good for black and white reproduction. We have to get the slides made into prints and then use them as black and white. If the detail on the slide is a little poor, (ie if there is insufficient contrast in the shot) it will be useless for our process. Although the photographic industry is pricing black and white out of the market we will be stuck with it for many years to come, that is of course unless one of you wealthy philanthropists out there makes AMRM your beneficiary. Please people, don't rush.

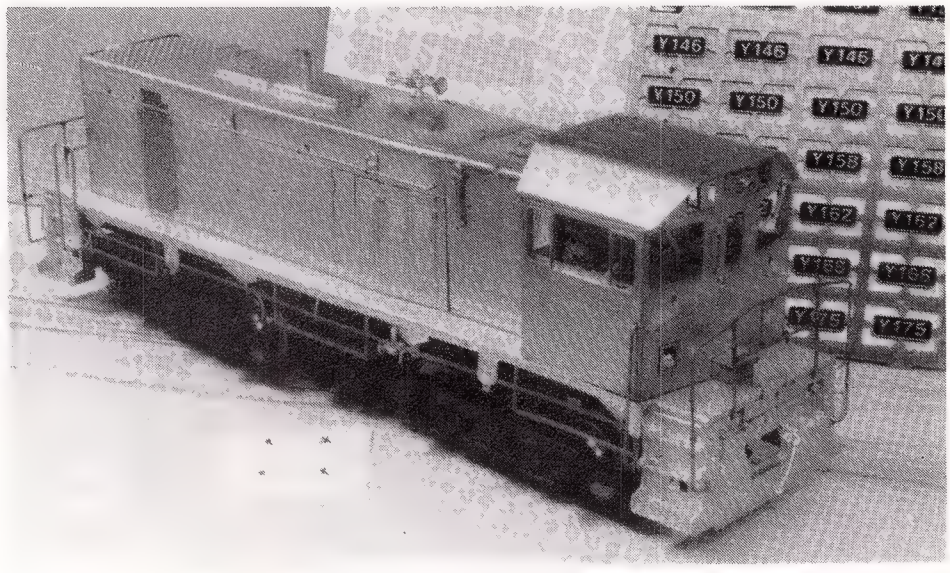
Brisbane Exhibition

The word from Brisbane is that this year's exhibition was a very good one. Unfortunately AMRM's camera did not attend so we, regretfully, are unable to present a report. Maybe next year.

Video News

The Australian Railway Historical Society (Victorian Division) has released two one-hour videos (Beta and VHS format), largely on steam operations in Victoria. Each tape sells for $40 plus postage of $3. Further information by SSAE to ARHS (Vic. Div.), Box 5177A G.P.O., Melbourne, 3001.

Sighted at the recent Perth Exhibition, four British videos (two on British prototype and two on British modelling – including eight of the country's top layouts). British PAL system is compatible with ours. Further information from Chess Valley Films



ALCO VR Y class diesel, complete with etched cab numbers and decals.

and Video Ltd, Film House, Little Chalfont, Bucks, England. Both VHS and Beta format available.

We will review some of these tapes in future issues.

COMMERCIAL NEWS

Arrivals

Craftsman Models have released a set of transfer stripes (the orange and golden yellow part) for the NSW 'candy stripe' scheme. Modellers simply paint their model/s the red and white colours, then overlay the transfer strips. A full review this issue.

As these notes were being written (very late June) the Trax MHG guards van was scheduled to be shipped from Hong Kong. It should be in the hobby shops before this magazine reaches the street.

McBees Hobby Centre have released the VR ZLP style bogies in kit and r-t-r style, an advance bonus from the soon to be released ZLP van, being built by The Model Company for McBees.

Box Car Hobbies have released another 'U' van advertising sign, it being the white lettering for the A.B.Wine Tonic.

Red Heart Souvenirs have been busy with a number of new products being released recently. These include the SAR 250 class Bluebirds on T shirts and caps, the NSW 86 class electric on T shirts and VR T class, also on T shirts. The T shirts include both round neck and collared vee necks and the size range is large. Just for the record, the largest shirt is too large for the biggest AMRM staffer. No we are not back on our diets, well not yet. Red Heart also advise that the 250 class is available as an AN version, and that the SAR 900 class and the QR 2400 class are also subject matter for shirts and hats.

Australian Locomotive Company have released their HO scale VR Y class diesel recently, complete with etched cab numbers, lining decals, radio insignia decal and numerous dress-up parts. A detailed review next issue.

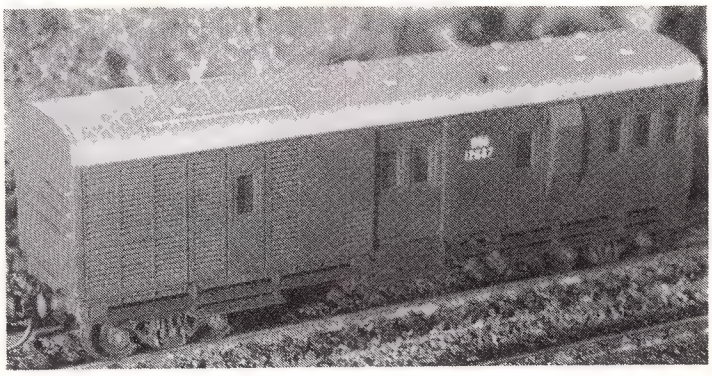
Broad Gauge Models have released their latest polystyrene kit, the VR T van. It is the 16 ton wooden side version and the detail looks very nice.

Bergs Hobbies have received shipments of the brass HO scale EHO van from The Model Company. The N scale 48 class has also hit the shelves, but by the response of some N scalers they will not stay there for very long. The Welsh made HO scale four wheels LV louvre van has also arrived, and is available only at Bergs. Shipments of the CPH are due any day now.

Rails North Models have released new kits, one being the LHO passenger van and the other a country station building.

Stephen Johnson Models have reopened their mail order service once again, and it is pleasing to note that the wide range of NSWR guards vans are once again available along with the bogie water gin. They have also released the 47 class as a dummy only loco. There has been a delay in the production of the motorised chassis, although rumour has it that the Lima SAR diesel can be used as a power unit, the sideframes will not be the correct length for the kit.

A large range of products from Puffing Billy Models has arrived in the hobbyshops. This range includes plans, the NBC van, NU louvre van and the NQP open wagon. Kits include the NQ open wagon,



Sample of the soon to be released Trax MHG guards van. This model was made available, courtesy of St George Hobbies. The paint job on the MHG is that applied by St George Hobbies.

Fox trucks and underframe kits. These will be fine items to be hauled behind G42. More details later in Reviews.

On the decal scene Broad Gauge Bodies have been very busy, particularly with billboard signs for the VR U and T vans. For the T van the Tancred Brothers decals have been released while for the U van the releases include McNamara-Trenchards, N-Z-L and Robinson Bros. A set of name board decals for the Vinelander cars is also available. BGB in the freight wagon field have released a VR bogie open wagon, coded E, the wagon having GY pattern doors.

Broad Gauge Models have released a kit of parts for the VR E wagon article published in the April 1984 issue. It is available from BGM stockists or direct from BGM.

In New Zealand the North Yard Sn3½ A class 4-6-2 kit has been released. When sighted two years ago the production sample of this kit showed great promise. Detail equal to brass handcrafted models and precision assembly. The kit includes wheels, idler gearbox, Sagami motor and 16 prototype photographs. The kit is available direct from North Yard.

For NZR Sn3½ modellers it is important to note that another kit of the 0-6-0 'F' class tank loco has been released, this time by Midland Models. Pierson's Hobbies have released a Ford Model T railcar kit, again for Sn3½. It is a body only kit. The range of Midland Models freight wagons kits presently includes K, Xa, Ug, Z and VB.

Expected Arrivals

Trax Model Products advise that the 48 class project is nearing completion, with initial tool testing on the major mould being carried out in June. Release date is scheduled for late October.

Broad Gauge Bodies are releasing a kit for the SAR SOC concentrate wagon, and it should be in the shops by the time this magazine is released. Broad Gauge Bodies are also due to release a large number of U van billboard signs including Hutmill, Haig, Sunshine Smiles (Biscuits), Edingburgh Paint, VPC and a set of four Peters signs. If this influx does not create a demand for the BGM U van, nothing will.

Future Arrivals

Following the delivery of the 48 class, Trax Model Products plan some more goodies for the HO scale NSWR modeller. Included in the plans are the FS/BS coaches, the BDX open wagon, MLE flat wagon and the VHO passenger van. VR modellers will be serviced by the supply of some one-piece rolling stock. On the brass model scene, Trax plan for a limited run of the Cowans & Sheldon accident crane in HO scale. Their next brass loco will be the C30/C30T which is planned for April/July 1985 respectively. The Z18 class project has been shelved indefinitely.

Broad Gauge Models advise that work is well in hand for their next styrene kit, the I four wheel open wagon. This will be followed by the four wheel M cattle wagon. Now who is to make the L class sheep wagon kit?

Broad Gauge Bodies are keen to manufacture some of the multicoloured billboard signs for the VR U vans. These decals would require up to five or six colours and would be very expensive to produce. The question is, are we as modellers prepared pay to up to, or a little over $5 for a decal — if so please advise BGB through your local BGB dealer, BGB direct or AMRM. There is very little money in this style of project, but if we all speak up we may be able to obtain models of the very colourful VR U vans.

OTHER NEWS

S.C.M.R.A. Awards

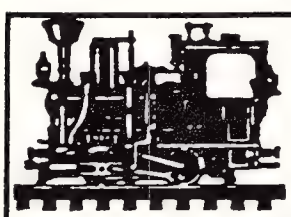
The Southern Cross Model Railway Association has recently extended Honorary Life Membership to George Giraldi and Robert Gallagher.

George Giraldi has been an active member of the Association since the sixties and has been on the Association Council since the early seventies. he has undertaken many tasks including Divisional Vice-President for New South Wales, Membership Manager, and President, from which position he has recently retired.

For the last ten years Robert Gallagher has been at the helm of the Australian Model Railway Magazine and has overseen its improvement in quality and size. His task, on an honorary basis, has involved many hours of work and it is now pleasing to see many other modellers contributing their time to the magazine. All railway modellers in Australia have benefited from Bob's efforts.

The members of the Association sincerely thank George and Bob for giving their time, enthusiasm and patience.

Trevor Moore.
SCMRA Secretary



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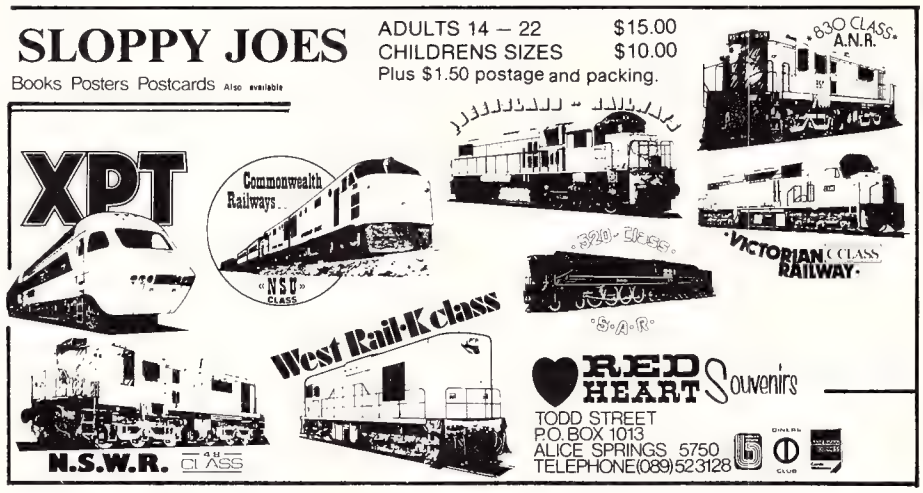

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Northwest Short Line Tools

4.48 The Bender	$33.95
4.57 The True Sander	24.45
4.49 The Chopper	21.65
The Sensipress	88.35
4.44 The Quarterer	33.95
4.52 The Dupli-Cutter	22.90
4.45 The Puller	9.30
6.481 2.4mm Shaft Uni-Connector	2.25 ea.
6.142 28.1 Idler Gearbox ⅛" Axles 2.4mm main shaft	11.95
6.143 28.1 Gearbox ⅛" Axles, 2.4mm main shaft diameter	9.55
6.153 36.1 Idler Gearbox ⅛" Axle	11.95
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Replacement Wheel Sets for Athearn Locomotives

7139 40" dia. Half Axle for Power Loco,	6 per pkt 9.30
7140 42" dia. Half Axle for Power Loco,	6 per pkt 9.30
7119 40" dia. Pinpointed Axle for Dummy Loco,	6 per pkt 8.10
7120 42" dia. Pinpointed Axle for Dummy Loco,	6 pr pkt 8.10

Other Products
GSB Rail Ltd — Bogies etc.
MV Products — Head & Marker Lights
Detail Associates
Detail West
Scale Structures Ltd

The Gould Company

Brownhoist Crane Kit	35.65
Tank Car Kit	21.50
Wood Ore Car Kit	16.95

Kadee Products HO/N

Athearn

SD40-2	58.96
Amtrak SL Vista Dome Kit	11.35

Atlas SD24 No.7001 49.95

Trax

USA Hoppers (Wheat)	4.75
— 5 for	20.00
Manildra Flour Wheat Hoppers	5.95
— 5 for	26.00
TNT — Race Container Wagons	4.95
— 5 for	20.00
15" RAD Curv. Track (4 pkt)	3.35
18" RAD Curv. Track (4 pkt)	3.35
22" RAD Curv. Track (4 pkt)	3.85
9" (36") Straight (4 pkt)	3.35
Manual Point l/h	6.75
Manual Point r/h	6.75
Electric Point l/h	9.95
Electric Point r/h	9.95
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Girder Bridge Set	3.35
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Set 12 Inclined Piers	3.35
MHG Guard Van — Aust. model	9.20
48 Class due end 84 — Aust. model	TBA

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Assorted Goods Wagons	ea. 3.95
— 4 for	12.00
Pacific Locomotive 4-6-2	31.00
Loco SD40-2 with Flywheel	30.00
Loco Alco RS-2	23.95
Loco GP18	21.95
Loco Alco 420 (Lima)	34.50
Boeing LRV Tram	32.00

Bachmann

Plasser EM80C Rail Testing Car	26.00
Amtrak Full Domed Pass. Car	12.50
Old Time Pass. Car	6.95
Old Time Goods Wagon	6.25
Old Time 4-4-0 UP & CP Loco	39.95
Brill Trolley (Tram)	21.95

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Roco
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Marklin

CASULA FINE SCALE WHEELS
Nickel Silver Wheels and Axles
Proto Profile Scale Wheels

10.5 dia. with Inside Brass Bearings	ea. 1.30
10.5 dia. x 23.8mm Pinpoint Axle Length	ea. 1.30
10.5 dia. no Pinpoint Bearing with 4 holes drilled into each wheel (loco ponies)	
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10.5 dia. x 26mm Pinpoint Axle Length	ea. 1.30
11.5 dia. (40") Loco Wheel (Diesel)	ea. 1.30

Casula RP25 Scale Wheels

Casula Wheels Brass with N/S Axles	1.10
Casula Wheels N/S with N/S Axles	1.30

Casula Wheels 10.5mm dia. & 9mm dia. with Range of Axle — lengths 23.8mm, 25mm, 26mm

Metal Wheels

Northyard Spoke Wheels 10.5mm x 26mm	ea. .85
Jackson Spoke & Disc & 3 Hole 12mm x 26mm	ea. 1.10
GC Spoke Wheels 10.5mm x 23.8mm	ea. .85
GC Spoke Wheels 10.5mm x 26mm	ea. .85
Romford's Driving Wheels Insul.	2.50
Romford's Driving Wheels Non-insul.	1.75
Romford's Axles	1.00
Romford's Crank Pins	2.00
Romford Gear Set	4.95

BRASS MODELS

Classic Brass Model SRA Diesel 80 Class	350.00
Classic Brass Model NSWGR C32 Class	465.00
Classic Brass Model N Scale SRA 442 Class	215.00

Projected Model for 84-85 from Classic Brass Models

Due to technical difficulties the Z27 has been put back to expected delivery date April 85 and the Class 81 has been brought forward to expected delivery date December 1984 — phone us for more details and price.

Trax Brass Z20 Class 2-6-4 Tank	295.00
Trax Brass Z12 Dubbs with Baldwin Tender	345.00
Trax Brass Z12 Atlas Eng. with 6 Wheel Tender	345.00
Trax Brass C34 Class Original Porthole Cab	465.00
Trax Brass C34 Class Rebuilt Version	465.00
Mansfield Brass Model 40 Class	325.00

Good Range of Second Hand Brass on Display For Sale at all Times.

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Eda Controllers

201 Inertia 3 amp Cased with Cut-out	56.95
202 Inertia 3 amp Walk-around with 3m Lead & Socket	60.95
210 Panel-mounted 1 amp Uncased	18.95
211 Panel-mounted 2 amp Uncased	21.50
212 Hand-held 1 amp	21.50
213 Hand-held 2 amp Cased	24.50

Eda Transformer Controlers

225 1 amp Transistorised (1 output)	35.00
222 2.5 amp Transistorised (3 outputs)	55.95
223 2.5 amp Dual Control (3 outputs)	75.95
224 Inertia 2.5 amp	81.95

Locomotion Controllers

Twinette Control	85.65
Deluxe Control Unit MK3	69.95

Tempest Controllers

AP3000 MKII	27.95
AP7000 MKII	51.95

Trax Transformer

7118 14VDC/16VAC	21.20

CONSTRUCTION MATERIAL
K&S Metal
Plastruct Plastic
Slaters
AMRI

Slaters

Microstrips — Assorted	3.95

NEW
Plastic Model Kits by Silvermaz Pty Ltd

LHO Pass. Guard Van Body Kit	12.50
LHO Pass. Guard Van with Bogies, Metal Wheels, Windows — glass	18.95
Clear Styrene Window Strips 125mm x 16mm	
Glue to Plastic Kits with all Styrene Glues — 8 strips per pkt	2.00 pkt
Clear Styrene Porthole Windows for Lima 42 Class etc. — pkt of 24 for	1.00 pkt

Australian Kits N.S.W.

S Wagon — body kit only	4.95
S Wagon — with wheels & detail parts	8.95
K Wagon — Dreadnought ends	4.95
K Wagon — Dreadnought ends, wheels and detail parts	8.95
K Wagon — Diamond ends	4.95
K Wagon — Diamond ends, wheels, detail Parts	8.95
TRC	4.95
TRC — with bogies	7.95

See Previous Issue of AMRM for Full Range of Australian Kits, etc..

Australian Railway Detail Accessories

AM2 Brass Tail Disc	4.95
AM1 Brass Loco Numbers	4.75
NSW 44 Class Detail Kit	5.95
SA 930 Class Brass Detail Kit	5.95
NSW 42 Class Epoxy Detail Kit	7.95
NSW Brass Loco Shunters Steps	3.80
VR PW2 Detailing Kit Brass Brake Lever etc.	6.75
VR PW1 Detailing Kit Brass Shunters Steps etc.	5.95
NSW BCH Coal Load Epoxy (1)	2.00
NSW CSH Coal Load Epoxy (1)	2.35
VR G-GY Coal Load Epoxy (2)	3.25
NSW/SA Lima Underbody Detail Kit (3)	10.00

COMING — New Decals for Candy Colour Locos and Rollingstock. Phone for details.

Ratio

LMS 3 Plank Open Wagon Kit	4.95
LMS 12 Ton Box Van Kit	4.95
GWR Iron Mink Kit	4.95
GWR Motor Car Van Kit	4.95
LMS Bogie Iron Ore Kit	4.95
GWR 20 Ton Brake Van Kit	4.95
No.755 PCR Way 4 Wagons with Rail Load Kit	$14.50
GWR 4 Wheel Brake Third Pass. Car Kit	6.95
GWR 4 Wheel Third Pass. Car Kit	6.95
GWR 4 Wheel Composite Pass. Car Kit	6.95
LMS Sub-Brake Third 6 Compartment	11.75
LMS Distant Signal	10.95
LMS Home Signal	10.95
GWR Home Signal	10.95
GWR Distant Signal	10.95
GWR Home and Distant Signal	13.35
No.443 Pack of Chimneys Kit	1.95
LQ61 GWR Tubular Post Signals	2.25
PT/50 Pratt Truss Gantry	3.25

All prices shown are subject to change without notice.

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If you order by mail, we assure you, we will treat you as a valued customer. Due to advertising lead times sometimes we are temporarily out of stock of some items. If we can't despatch the items you've ordered promptly, we will back order or refund your money if you prefer.
When ordering, write to our mail order dept., address at the top of the page. Please do not send CASH through the mail. Payment by Postal Note, cheque or Bankcard — please include card number, expiry date, authorisation and signature.

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Surface:-

N.S.W.	$2.50
Vic, Qld, S.A.	$4.00
W.A., N.T., Tas	$5.00
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Add to above $3.50 for Registered Post.

Tenth Anniversary Sale

IMPORT HOBBIES

Tenth Anniversary Sale

Yes, Import Hobbies is ten years old in August. We are celebrating with a big sale for all our valued customers. Listed below are just some of our everyday low prices, as well as some extra specials. Remember, for personal callers, there will be a few extra in store specials not advertised here. As well, for all callers on the 11th August, there will be a birthday cake slice and a complimentary drink. We look forward to seeing all our old customers, as well as new.

PASSENGER STOCK

Rails North Models

NSWR ACM Branch Line Coach	16.20
NSWR RBH 2st Cl Buffet Car	20.50
NSWR RFH 2nd Cl Buffet Car	20.50
NSWR BH 1st Cl Coach	20.50
NSWR FH 2nd Cl Coach	20.50
NSWR HFH 2nd Cl Terminal Car	20.50
NSWR PFH 2nd Cl Terminal Power Car	20.50
NSWR Hub Set (5 cars to order)	101.25
NSWR Rub Set (5 cars to order)	TBA

Main West Models

NSWR HCX Composite Van Mans Roof	22.50
NSWR BX Dog Box Mans Roof	15.95
NSWR LFX Dog Box Semi Eliptical Roof	15.95
NSWR EHO Guards Van	15.95

Lima

Indian Pacific 2nd Cl Car	10.25
Indian Pacific Diner	10.25
Indian Pacific Power Car	10.25
NSWR 2nd Cl Sleeper	10.25
(Any 5 of above assorted — $50)	
NSWR MBE 1st Cl Coach	10.50
NSWR MFE 2nd Cl Coach	10.50
NSWR TAM Sleeping Car	10.50
(Any 5 of above assorted — $50)	

GUARDS VANS

Rails North Models

NSWR LHO	20.00

Main West Models

NSWR HG 4 Wheel Van	15.95
NSWR FHG Bogie Van	19.95
NSWR JHG Bogie Van	19.95
NSWR LHG Bogie Van	22.50
NSWR SHG Bogie Van	19.95

Lima

SAR/ANR Bogie Van (8300 Cl)	8.70
SAR Bogie Van (Suit QR)	8.70

ROLLINGSTOCK

Mini Models

NSWR BCW Bogie Cattle Wagon	9.90
NSWR BSV Bogie Sheep Van	9.90
Above kits req. decals & couplers	
(Any 5 of above assorted — $46)	
NSWR MLV Bogie Louvre Van	16.65
Above kit req. couplers & incl. 2 AE bogies	
(5 MLV kits for $77.50)	

AR Kits

NSWR GLV/GLX Bogie Box Car	4.70
(5 GLV/GLX kits for $22.50)	
NSWR BCH Bogie Coal Hopper	5.80
(5 BCH kits for $27.50)	
Above kits req. bogies & couplers	
GLX also reqs decals	

CAMCO

NSWR CW 4 Wheel Cattle Van	8.25
NSWR GSV 4 Wheel Sheep	8.25
(Any 5 of above kits — $40)	
Each kit incl. wheels & decals	
NSWR HGM/HGX Bogie Open Wagon	9.25
Each kit incl. bogies & decals	
(4 HGM/HGX kits — $45)	

BGB

SAR SGMX Bogie Open Wagon	7.85
VR VBBY/VBBX Bogie Louvre Van	7.50
VR VLEX Bogie Louvre Van	8.30
VR VLF/VLX Bogie Louvre Van	7.85
VR ELX Bogie Heavy Duty Open Wagon	7.50
VR VP 103 (Rebuilt VP)	7.50
VR BMX/BP Bogie Box Car	7.50
VR ELX Bogie Open Wagon Smth	7.80
VR VFSX (CSX) Coil Steel Wagon	10.40
(Tarped or untarped)	
VR CSX Coil Steel Wagon (untarped)	8.75
VR VLX/VLCX Bogie Louvre Van	7.85
VR VOEX Open Wagon w/load	7.85
VR GJX Bogie Wheat Hopper	12.60
ANR VFX Bogie Louvre Van	14.60

LOCOMOTIVES

Trax Brass

NSWR Z13 4-4-2 Tank & Free Wagon	250.00

Lima NSWR C38 Black 76.25
NSWR C38 Green 81.45
NSWR 44 Cl Loco either scheme 42.00
NSWR 42 Cl Loco 42.00
ANR GM or VR S Cl Loco 42.00

Trax
NSWR 48 CL (due soon — order now) TBA

STRUCTURES

Design Workshop
McCauley's Furniture Warehouse 16.50

Rails North

NSWR Water Tank w/out stand	13.50
NSWR Water Tank w/stand	16.20
NSWR Signal Box	14.85
NSWR Station	23.50

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Rails in Transition	12.95
Years of Change	7.50
Great Northern Railway	9.95
Flyer	7.50
125 Years of Sydney to Parramatta	4.95
Steam on the Illawarra	3.50
Pansy, The Camden Tram	5.50

NEWS BITS *We have 2AE bogies w/wheels at $5.35 pair and 2AA bogies excl. wheels at $1.45 pair. Large range of signals and track just arrived. Any items unavailable will be back-ordered and supplied at advertised price unless advised. Packing and postage is extra and charged at Post Office rates. Maximum $2.00 packing fee, please allow extra, any excess refunded.*

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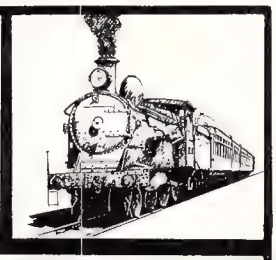
CMC RAILWAYS



CORRIMAL MODEL CENTRE

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Russell Street, CORRIMAL, N.S.W. 2518
Phone 042 833183

Open 9-5 Mon-Sat, late night Thur.

Our Whole Shop is Just
"Model Railways"

We maintain the largest range of Australian kits on the South Coast. Including new items from:

Rails North — Station building 'Grafton'	$24.00
— LHO Van	$21.00

We also carry the new range of 'Classic' detail parts for the Australian modeller. For the American enthusiast we have: Detail Associates, Cal Scale, PFM, GSB, Pacific Fast Mail, NWSL & Gould Company, Mantua Loco Kits. Orders taken for brass locos.

We also keep a range of: Lima, Hornby, Mainline, Fleischmann, Athearn, Sentinel, Keyser's and K's, Our range of Ratio is expanding as new lines come along.

Tools and equipment for the serious modeller: Dremel & accessories, Mason pullers and tools, X-Acto & Model Power knives & blades, Emco Unimat 3 lathes, 25 pcs Combination tool sets with tweezers — $19.50.

Large range of Model Railway Books & Magazines: Australian, British, American.

New lines in N gauge:

Kato — DB Steam Tank Loco	$84.00
— RS3 Diesels in GN, UP & Amtrak	$68.00

and **Kato** specials while they last:

6 Car Electric sets	$99.00
6 Car 'Bullet' Train	$120.00
6 Car 'Overnighter'	$125.00

Kato and Greenmax buildings

Special prices	from $4.95.
Double Catenary Poles	(6) $3.50.

KATO — Two Car Tram set with track	$49.00
— 'A' Track packs	$35.00
— 'B' Track packs	$59.00

Ratio N — New Cattle Dock	$13.50
— Station Lamps	(4) $2.95.

Langley
We keep a range of N Locos and Motor Vehicles from $5.25.

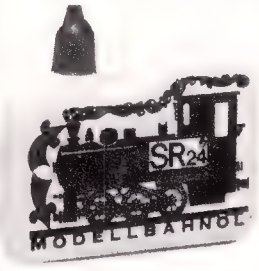
PROMPT MAIL ORDER (post free over $50.00)

BANKCARD Please state card number and expiry date

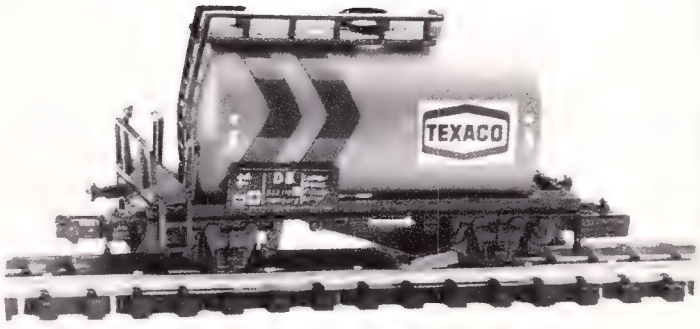
Painting & Building service available

Catalogues — Graham Parish $3.50, Kato (new English edition) $5.00, Both Post Free

Herkat -Model Railway Equipment

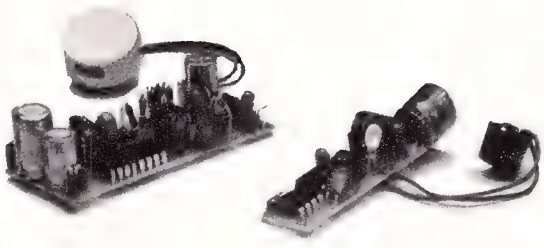


Model lights & light kits in N and HO with brass poles.



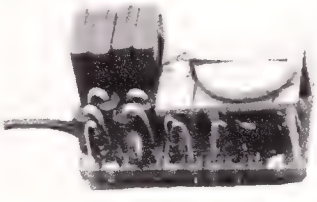
Track cleaning fluid, gearbox & motor cleaner smoke fluid 'SR24'.

Track cleaning wagons in N & HO (wet or dry cleaning).



Electronic direction switch for Marklin (AC) locos
37.5 x 17.5 x 8mm.

Steam sound generators plus: ectronic shuffle service and controllers for AC, DC, LGB. Coach washing bays in HO, transfer tables in N, magnetic switch systems, track signal box and parts, switches, lights, screws, LEDs, plastic cement, plugs and sockets and bits and pieces . . .



Electronic direction switch to convert DC locos to AC
20 x 12.5 x 13mm.

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Model railways, scenic and operating accessories in Z, N, HO/OO, I, G.

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81 Class
G.M. Diesel Locomotive
HO Scale
Expected December 1984
Price: T.B.A.

More details available by phone July 1984.

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Reservations by phone

Classic Brass Models
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First of the Finest Selection of
N Gauge
Locomotives Obtainable in Australia.
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442 Class
N.S.W.G.R. — S.R.A.
Etched brass Models for the Connoisseur, In Strictly limited and Numbered quantities.
EXPECTED DELIVERY DATE — JULY 1984

Small Number of unpainted models	$ 199.95 ea.
Fully painted models	$ 215.00 ea.

Yes . . . a painted model for only $15.95 extra.
LayBy NOW with 20% Deposit — Start your payments now and have it paid for when it arrives.

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SHOP
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STEPHEN JOHNSON MODELS

New kits available by Mail Order only:
+ **500 Class Railmotor Trailer.** Full window version as used between CPH railmotors (less wheels) $20.00
With wheels $25.00

+ **Re-release of bogie water gin**
(rivetted type) less bogies $16.00

Other kits available direct:
+ **47 Class diesel loco.**
Kit makes up into a dummy unit which can be easily adapted to take a mechanism which is being manufactured. Kit is epoxy with an etched brass cab requiring soldering.
Basic kit $52.50.
Kit including wheels $60.00.
Cab and shunters steps soldered add extra $7.50.

+ **400 Class railmotor.** $45.00.

+ **CPH railmotor.** $45.00.

Both these kits require a 24.5mm SPUD and two 10.5mm inside bearing wheel sets.
Wheels available at per axle $1.25

+ **Silver City Comet:**
Power van with two trailers $75.00.
Requires two SPUDS and eight axles.
Standard trailer car or dining car $22.50.
Requires four axles.

+ **500 Class railmotor** (3/4 passenger) $22.50
($27.50 with wheels).

+ **Dog Box Passenger Cars:**
HCX composite van (mansard roof) $22.50
With bogies — no wheels.
BX (mansard) $15.00.
LFX (semi eliptical roof) $15.00.

+ **Guards Vans:**
EHO passenger van (less bogies) $15.00
HG four wheel van (less wheels) $16.00
FHG modern goods van (less bogies). 417.50
JHG modern goods van (less bogies). $20.00
SHG older style composite van (with bogies) $18.00

+ **GRUEL.** This is a special epoxy with both filling and adhesive properties. It is especially recommended for use in assembly of these kits 16ml for $4.50

All of the above prices include postage and packing.

Stephen Johnson Models
P.O. BOX 1534
ORANGE, 2800.

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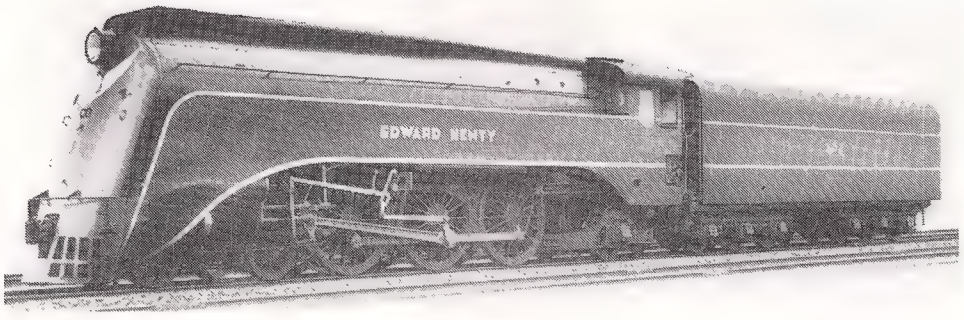
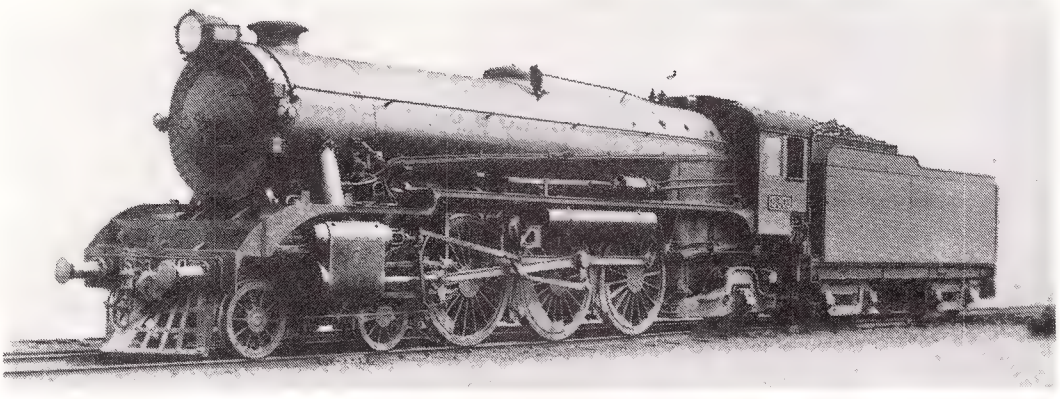
YE S IT'S THE "S" .... V.R. "S" CLASS 4-6-2 . . . HO SCALE

THE FINEST AUSTRALIAN LOCOMOTIVE EVER BUILT

Handcrafted in Brass By **SAMHONGSA** *of Korea.*



STREAMLINED version as running in 1940 — slotted pilot, original welded tender and bogies, full valancing, etc.



UNSTREAMLINED original version based on 303 as running in 1933 — Flanged chimney, premodified front-end, etc.

Now you've seen our "X" class loco and that quality speaks for itself.
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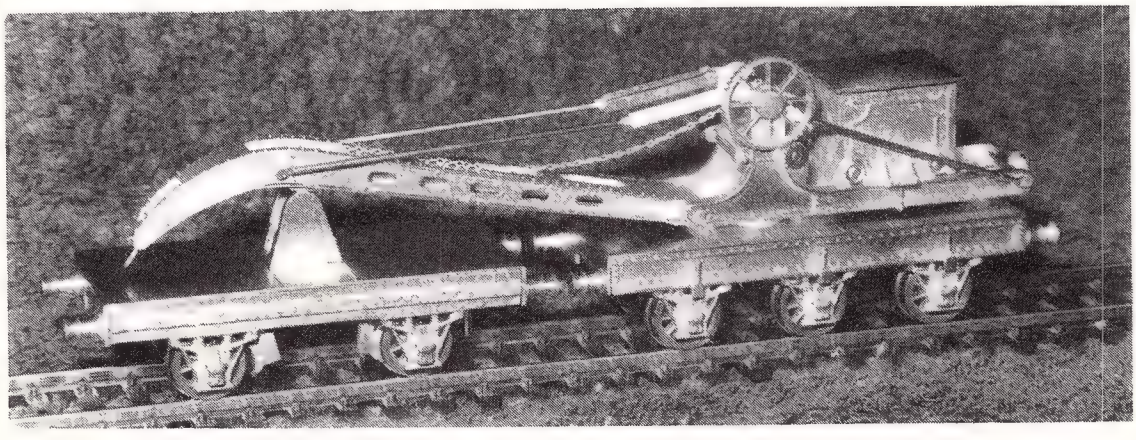

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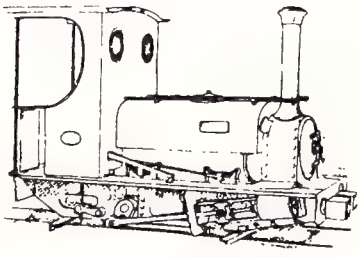

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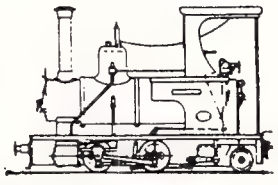

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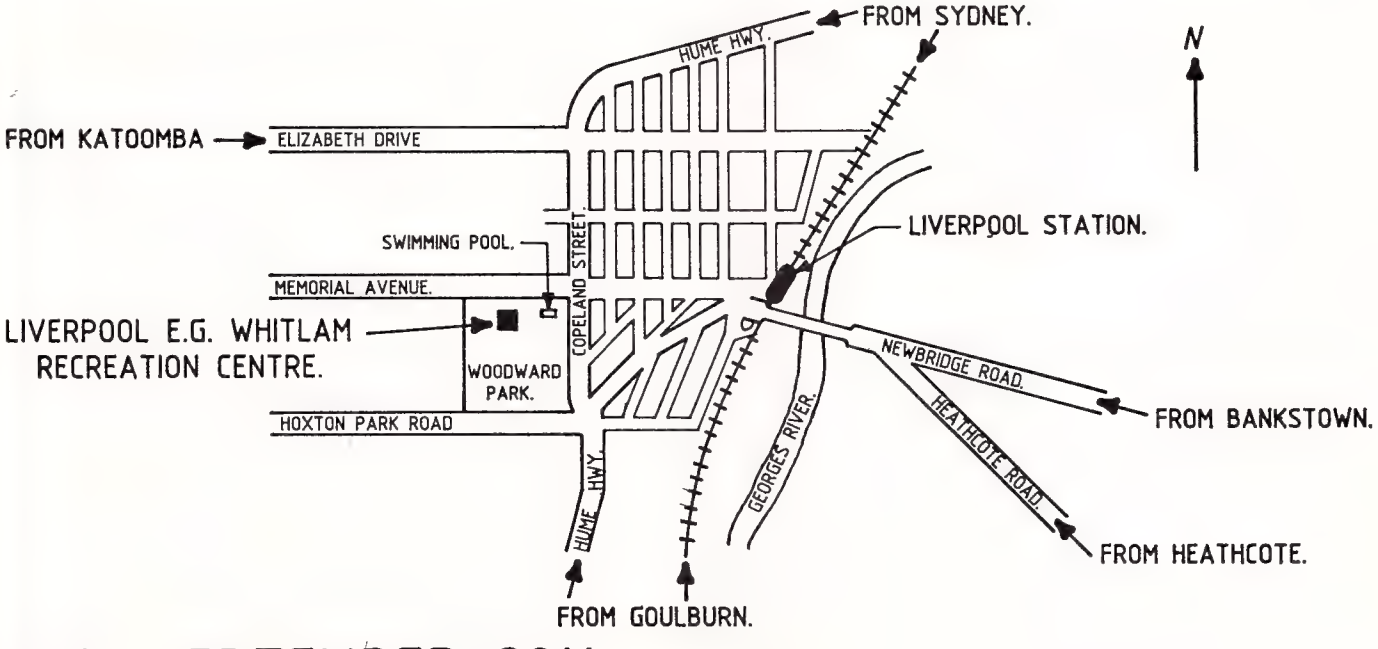

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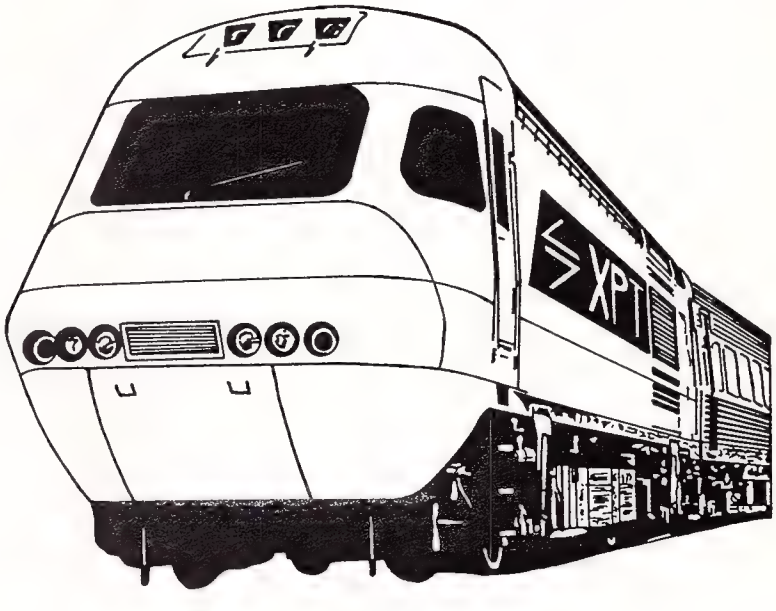

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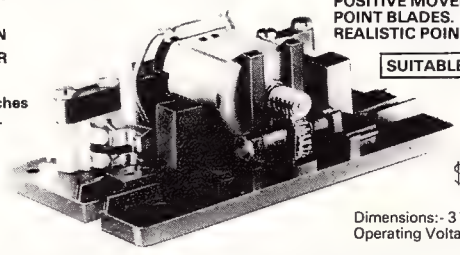

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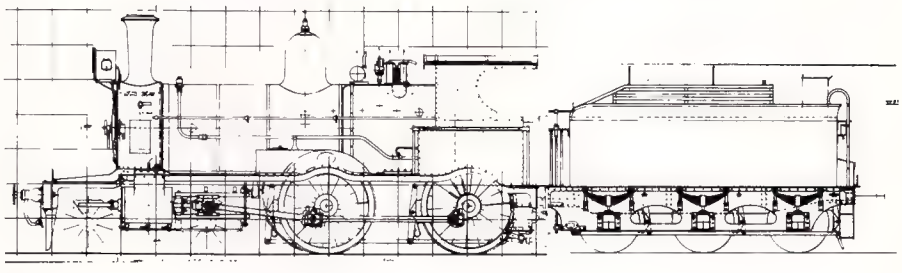

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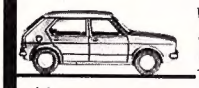
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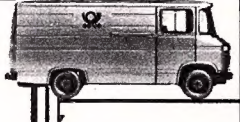
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RIVAROSSI

HO/OO

Two new locos are coming from Rivarossi. These are on order and should be in the next shipment to leave the factory.

No. 1535 is a heavy pacific "1401" in Southern green with gold lining and lettering, Indian red cab roof and silver smoke and fire boxes. The model has a working headlight, operating valve gear and a high capacity tender with 6-wheel trucks. The model is 330mm long.

No. 1544 is heavy pacific "President Polk" of the B.& O. in royal blue and grey with red and gold lining and lettering. This model also has working headlight and operating valve hear. It has the shorter tender on 4-wheel trucks. It is 300mm long overall.

Rivarossi advise of some new items not yet in production. These include different versions of "Big Boys", Challengers and Cab Forward locos.

All the dire predictions regarding Rivarossi have come to naught and they have quite a number of locos in production with a few new ones to follow.

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HO/OO

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